



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1924



**HONGKONG**  
**General Chamber of Commerce**  
**REPORT**

FOR THE YEAR

**1924.**

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*PRINCIPAL CONTENTS :*

TRADE REPORTS

PIRACY PREVENTION

WIRELESS PROGRESS

BUSINESS DIRECTORY

HARBOUR DEVELOPMENT

SUMMARY OF THE YEAR'S WORK

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# COMMITTEES, 1924-1925.

## General Committee.

Mr. J. Owen Hughes, (Chairman)

Mr. G. M. Young, (Vice-Chairman)	Mr. Paul Lauder,
Hon. Mr. P. H. Holyoak,	Mr. C. G. S. Mackie
Hon. Mr. A. O. Lang,	Mr. J. A. Plummer,
Mr. A. H. Barlow,	Mr. T. G. Weall,
Mr. B. D. F. Beith,	Honorary :
Mr. W. H. Bell,	Capt. R. D. Bennett, M.C.
	Lt. Cmdr. C. St. C. Ingham, R.N.

## Correspondence Committee.

The Chairman,  
The Vice-Chairman,  
Hon. Mr. P. H. Holyoak.

## Arbitration Committee.

Mr. G. M. Young,  
Mr. T. G. Weall,  
Mr. N. L. Watson.

## Metals and Sundries Sub-Committee.

Mr. J. Owen Hughes,	Mr. R. Melville Smith,
Mr. J. P. Warren,	Mr. B. Monteith Webb,
Mr. A. D. Humphreys,	Mr. B. J. Lacon.
Mr. T. E. Pearce,	Mr. G. Miskin.

## Trade Marks Sub-Committee.

Mr. W. E. L. Shenton,	Mr. W. Sinclair,
Mr. T. G. Weall,	Mr. N. L. Watson.
Mr. D. O. Russell,	Mr. K. S. Morrison.
Mr. F. A. Perry,	

## Insurance Sub-Committee.

Mr. Paul Lauder,	Mr. A. C. Hay,
Mr. R. K. Hepburn,	Mr. C. V. Mark.
Mr. F. C. Hall,	

## Piece Goods Sub-Committee.

Mr. J. A. Plummer,	Mr. F. G. Herridge,
Mr. L. J. Davies,	Mr. K. S. Morrison,
Mr. W. Sinclair,	Mr. E. B. Clarke,

## Export Sub-Committee.

Mr. O. Eager,	Mr. J. M. Alves,
Mr. W. L. Pattenden,	Mr. J. M. da Rocha,
Mr. F. Syme Thomson,	Mr. P. V. Botelho,
Mr. J. Th. de Vries,	Mr. Wong Tak-kwong.

## Inland Trade and Language School Sub-Committee.

Rev. T. W. Pearce, O.B.E., L.L.D.,	Mr. F. A. Perry,
Mr. K. S. Morrison,	Mr. W. H. Bell.

## Legal Sub-Committee.

Mr. W. E. L. Shenton, Mr. D. J. Lewis. Mr. D. H. Blake,

## Shipping Sub-Committee.

Hon. Mr. A. O. Lang,	Mr. Allan Cameron,
Mr. C. G. S. Mackie,	Mr. W. S. Brown,
Mr. N. S. Brown,	Mr. H. F. Bunje,
Mr. E. F. Aucott,	Mr. W. G. Goggin,
Capt. C. B. Riggs,	Mr. D. Taylor,

Lt. Commdr C. St. C. Ingham, R.N.

## Secretary.

Mr. M. F. Key.

## COMMITTEES, 1925.

*Appointed after the Annual Meeting, 23rd March, 1925.*

### General Committee.

Hon. Mr. P. H. Holyoak, (*Chairman*)

Hon. Mr. A. O. Lang, ( <i>Vice-Chairman</i> ) Mr. A. H. Barlow, Mr. B. D. F. Beith, Mr. W. H. Bell, Mr. J. Owen Hughes, Mr. Paul Lauder,		Mr. J. A. Plummer, Mr. T. G. Weall, Mr. G. M. Young, Co-opted : Capt. R. D. Bennett, M.C. Lt. Cmdr. C. St. C. Ingham, R.N.
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### Correspondence Committee.

The Chairman,  
 The Vice-Chairman,  
 Mr. A. H. Barlow,  
 Mr. J. Owen Hughes,

### Arbitration Committee.

Mr. J. A. Plummer,  
 Mr. W. H. Bell,  
 Mr. Paul Lauder.

### Metals and Sundries Sub-Committee.

Mr. J. Owen Hughes,  
 Mr. T. G. Weall,  
 Mr. A. D. Humphreys,  
 Mr. T. E. Pearce,

Mr. R. Melville Smith,  
 Mr. R. E. Ost,  
 Mr. B. J. Lacon.  
 Mr. G. Miskin.

### Trade Marks Sub-Committee.

Mr. W. E. L. Shenton,  
 Mr. T. G. Weall,  
 Mr. D. O. Russell,  
 Mr. F. A. Perry,

Mr. D. H. Blake,  
 Mr. W. H. Bell,  
 Mr. K. S. Morrison.

### Insurance Sub-Committee.

Mr. Paul Lauder,  
 Mr. G. H. Elliott,  
 Mr. F. C. Hall,

Mr. G. S. Archbutt,  
 Mr. E. C. Duncan,  
 Mr. F. S. Harrison.

### Piece Goods Sub-Committee.

Mr. J. A. Plummer,  
 Mr. A. S. D. Cousland,  
 Mr. A. Piercy,  
 Mr. F. G. Herridge,

Mr. K. S. Morrison,  
 Mr. S. A. Arthur,  
 Mr. A. K. Mackenzie.

### Export Sub-Committee.

Mr. O. Eager,  
 Mr. W. L. Pattenden,  
 Mr. W. A. Hannibal,  
 Mr. T. G. Weall,  
 Mr. J. Th. de Vries,

Mr. J. M. Alves,  
 Mr. J. M. da Rocha,  
 Mr. P. V. Botelho,  
 Mr. Wong Tak-kwong.

### Inland Trade and Language School Sub-Committee.

Rev. T. W. Pearce, O.B.E., L.L.D.,  
 Mr. K. S. Morrison,

Mr. F. A. Perry,  
 Mr. W. H. Bell.

### Legal Sub-Committee.

Mr. W. E. L. Shenton,

Mr. D. J. Lewis,

Mr. D. H. Blake.

### Shipping Sub-Committee.

Mr. E. F. Aucott,  
 Mr. B. D. F. Beith,  
 Mr. M. T. Johnson,  
 Mr. N. S. Brown,  
 Capt. C. B. Riggs,  
 Mr. Allan Cameron,

Mr. C. C. Knight,  
 Mr. F. H. Crapnell,  
 Mr. H. F. Bunje,  
 Mr. W. G. Goggin,  
 Mr. D. Taylor,  
 Lt. Commdr. C. St. C. Ingham, R.N.

# Report of the General Committee for 1924.

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IN presenting the Annual Report for 1924, the altered appearance of this volume appears to call for an explanation. For more than forty years it has been the custom to print *in extenso* the correspondence transacted during the period under review, but the Committee has come to the conclusion that members will find it convenient to have a summary of the work accomplished during the year rather than be presented with a mass of correspondence, the Chamber's files being always available for consultation by members who wish for more detailed information upon any question. It will be noted from the annual accounts that a filing system has been installed during the year. Already the archives of two decades have been systematically arranged, and members will find it possible to consult the papers on any subject at a moment's notice.

For the benefit, more especially, of the large number of overseas recipients of the Chamber's Annual Report, certain new features have been introduced, namely:—A Trade Report on the principal commodities of Import and Export for 1924; a summary of the Trade Returns of these commodities for the period September, 1923 to September 1924; particulars of the cargo handling and shipbuilding facilities of the Port; an account of the principal shipping routes radiating from Hongkong; a general description of the Colony, its method of government, revenues, etc., and an account of the University.

The list of members of the Chamber has been classified in order to form a Business Directory and thus facilitate commercial relations with merchants in all parts of the globe. Copies of this Report have been distributed more widely than usual to Chambers of Commerce and public libraries in the principal cities of the world, with the request that public attention be called in each locality to the Business Directory. Every year hundreds of merchants and manufacturers write to the Chamber asking to be put in touch with Hongkong Importers and Exporters, and it is expected that by means of the Business Directory more rapid contact will be established. A copy will also be supplied to the more important enquirers whose names appear in the Chamber's files during the last two years.

Your Committee has to report that slight progress has apparently been made with certain public questions which occupied a large share of the Chamber's attention in 1923. Little has been heard during 1924 of progress with the transfer of the military establishments from the centres of Victoria and Kowloon; and the Chamber is still pleading that increased naval patrols will be a far more effective method of suppressing piracy than any further harrassment of trade by making more stringent the regulations for the provision of grilles, guards and extensive and expensive alterations to construction of existing vessels.

Further reference to this question will be found at page 33. On page 40 and subsequent pages is an account of deliberations on the subject of wireless telegraphy, with particulars of progress made during 1924.

Further discussions of plans for the commercial development of Hongkong Harbour, occupying much time and thought in 1923, were postponed pending publication of Mr. John Duncan's Report, an important and exhaustive document which was referred by the Government to the Chamber on the last day of the year and has already received much earnest consideration from your Committee in 1925. A summary of the Report appears at page 93.

#### **Typhoon Warnings.**

It was noted in the last Annual Report that a sympathetic and helpful letter had been received from the Inspector-General of Customs at Peking (Sir Francis Aglen, K.B.E.) on the subject of the proposal for the establishment by the Chinese Government of a meteorological and wireless station on the Pratas Shoal. While it is impossible to make a definite statement at the moment, there are indications that the project is within measurable distance of fulfilment, if not by the end of the present typhoon season, certainly in time for the next. Throughout the year all the authorities interested have shown a most encouraging willingness to press forward the establishment of this station which will be of inestimable value to the shipping and commerce of Hongkong and a wide area of South China.

With regard to the request which has been frequently made by the Chamber since the Swatow typhoon of August, 1922, that Zikawei storm warnings be broadcasted at the same time



as Hongkong warnings, the Government wrote, on July 24th, that both the Manila and Zikawei weather reports were being broadcasted by Cape D'Aguiar immediately on receipt, on a 600 metre wave length. In this letter, also, the Government noted with satisfaction the recent increase in the number of weather reports received by radio-telegraphy from ships within call of Cape D'Aguiar, "due, no doubt, to the action taken by the Chamber in the matter." The reference was to the fact that, in the previous month, the Chamber issued a circular to Masters of vessels and Shipping Companies pointing out that endeavours had been made for some time past to secure various improvements in the Hongkong Storm Warning Service, and that an indispensable and all-important link was the regular receipt of weather reports from ships. These circulars were widely distributed at all ports in the Far East. The opportunity is taken of conveying the thanks of the Chamber to the following Chambers for assistance in distribution: Le Chambre de Commerce de Haiphong; the British Chamber of Commerce, Shanghai; the Singapore Chamber of Commerce and Exchange; the Tientsin British Chamber of Commerce; the British Chamber of Commerce, Foochow and the British Chamber of Commerce, Swatow; also to the Editors of the local Press and the *Shanghai Chamber of Commerce Journal*.

A useful conference took place with Mr. L. H. King, the Government Electrical Engineer, in April, when it was learned with much satisfaction that the Government was arranging for the transmission of weather reports, during periods of typhoons, direct from the Observatory through D'Aguiar by remote control; also, that Mr. King saw no insuperable technical difficulty to the establishment on a suitable site of a permanent transmitting and receiving station, to be operated from the Observatory. The calls upon D'Aguiar in respect of its proper work—ship-to-shore communication and direction finding—are so constantly increasing that it will soon be impossible for the station to handle meteorological messages. It is, therefore, essential that weather reports should be received and exchanged by the Observatory direct through remote control apparatus and on a wave-length which will not clash with ordinary traffic. The Chamber, in writing to the Government, welcomed the prospect of immediate temporary arrangements to this end and expressed the hope that they would be made permanent.

### Cash Trading in Piece Goods.

It appeared necessary, in the Autumn, to obtain the re-affirmation by firms interested in piece goods of their continued adherence to the undertaking of 22nd March, 1915, not to sell Piece Goods except on a strict cash basis, and their further undertaking to strictly observe the terms of the Standard Form of Fancy Piece Goods Contract, agreed upon with the Chinese Chamber of Commerce and the Chinese Piece Goods Guild on 14th December, 1922. In order to secure the widest possible adherence to the methods of trading which piece goods importers, as a whole, have decided to be in the best interests of all concerned, it was decided to invite importers who are not members of the Chamber also to subscribe to the same undertakings. The Secretary accordingly called personally on about 100 firms and the signature of practically every firm interested in the business was attached to the Agreement as printed in this Volume at pages 128 to 131, where the list of signatories also appears.

It was highly satisfactory to find, when canvassing for signatures to the Agreement, that maintenance of cash trading and a Standard Contract are universally considered by Importers to be in the best interests of the Piece Goods trade. On this there was complete unanimity. It is manifest that the whole strength and utility of an Agreement of this nature can rest on no other foundation than the whole-hearted support, co-operation and integrity of the signatories, and strict adherence to both the letter and spirit of the Agreement is essential. If loyalty is too greatly lacking the document becomes so much waste paper, and the trade will quickly revert to the unsatisfactory conditions obtaining some years ago.

It is hoped that all Importers will realize the importance of these considerations and will not permit the position to be undermined by concessions, which, however small, tend inevitably to become larger, and lead to instability. Cash trading and freedom from gambling were surely never more essential to commercial security than in these days of chaos in China.

### Trade and Civil Commotion.

The continuance and increased acerbity of civil commotion in China, and in Canton, especially, culminating in the conflict between the merchant volunteers and the soldiery, and the burning of considerable areas of the city on 15th October, led the Hongkong Chinese Piece Goods Guild to suggest as a temporary

measure, an extension of the clearance period for piece goods. Your Committee, in reply, expressed to all members of the Guild the utmost sympathy with them in the many vicissitudes through which China had recently passed, but pointed out that the war and civil commotions in North China could hardly be held to materially affect the local piece goods trade and, with regard to Canton, the trouble was fortunately of short duration. Trade with other outlets such as Haiphong, Hoihow, Swatow, Amoy, Foochow, etc. had been normal, and under these circumstances the Committee could not find that they had sufficiently strong reason for recommending merchants to grant any general extension of dates of clearance. There the matter rested.

### **Shameen Labour Dispute.**

Emergency meetings of the Committee took place in July and August to consider the situation produced by the labour dispute on the Shameen which followed the bomb outrage in June, when an attempt was made on the life of the Governor-General of French Indo-China. It seemed likely at the time that the labour trouble might spread to Hongkong; also that an anti-foreign and perhaps a definitely anti-British boycott might develop. The most important aspect from the point of view of foreigners in China was the necessity for strict maintenance of Treaty rights in respect of foreign concessions which, as events developed, appeared to be seriously endangered. The main difficulty experienced by your Committee was that Hongkong received very little information as to the progress of events during the strike, although the interests of the two Ports are indissolubly associated; negotiations have since taken place with the object of securing closer co-operation and exchange of views in the event of a similar unfortunate incident arising in the future. Indeed, close working between the Chambers of Commerce in Canton and Hongkong is no less desirable in normal times than in times of crisis.

### **Chinese Trade Mark Law.**

The following reference to this question was made by the Chairman at the last annual meeting of the Chamber:—

“The Chamber has supported Northern Chambers of Commerce in their protests against the proposed Chinese Trademark Law which it considered will provide quite inadequate machinery for the protection of valuable trademark rights possessed by

foreigners. The Diplomatic Body has been urged not to accept or recognise the new law without such modifications as will provide for adequate foreign representation in the Trademark Bureau, and on every Tribunal which may be called upon to give any decision affecting interests in connection with Trademarks."

As the *Peking and Tientsin Times* said, in a leading article which has won approbation all over China, "the principal foreign interests in Shanghai and elsewhere were unanimous in their opposition to the Law in its present form and they only required a definite lead from their Governments to refuse to comply with its provisions. Instead they got neither lead nor definite advice. They were left for months on end in a state of uncertainty, and it was not altogether surprising that they lost confidence in the ability of their Governments to protect their interests if they refused to register." The Diplomatic Body in Peking failed to act with unanimity and decision, and it was not until September, 1924, that an assurance was given satisfactory to British trade interests. In the opinion of your Committee it is much to be regretted that H. M. Government's assurances were not communicated earlier, when they would doubtless have materially affected the course of events and prevented some of the registrations already made.

The latest information is that the Chinese Trade Mark Bureau is functioning but, as there is no expert in trade marks in charge, it is to be expected, as the *Shanghai Chamber of Commerce Journal* remarks, that the Bureau will get itself into a first class muddle. Meanwhile Canton has introduced a Trade Mark Law of its own and other parts of China may follow suit.

#### Opium Ordinance.

Considerable correspondence took place with the Government during 1923 with regard to the Opium Ordinance, Section 46 of which rendered shipowners liable to a penalty unless they could prove (if prosecuted under the Section) that "none of the officers or their servants or any of the crew" of a ship were implicated in opium smuggling—a condition with which, it was urged, it was impossible to comply. Following upon protracted correspondence, the Government wrote, on January 22nd, 1924, that it was prepared to delete the words "unless it is proved to the satisfaction of the Magistrate" and to substitute therefor the words "unless the Magistrate is satisfied." Your Committee felt that this amendment met the case and the law was amended

accordingly. Later in the year, in connection with the revision of the Ordinances, Mr. C. G. Alabaster, K.C., endeavoured, without success, to persuade the Government to accept the amendment sponsored by Messrs. Hastings Denny & Bowley and set forth in the last Annual Report—a form of words which would undoubtedly have been preferable to the amendment which the Chamber had accepted. The Government, however, intimated that any amendment which weakened to any serious extent the administration of the Opium Ordinance would meet with strenuous opposition by the Imperial Government, especially in view of discussions which have been proceeding during recent months at Geneva.

### Volunteer Camp.

The Administrative Commandant of the Hongkong Volunteer Defence Corps asked the Chamber to support a proposal that Saturday, January 17th, 1925, be declared a Bank holiday in order to facilitate attendance at Camp. Your Committee replied that in view of the fact that the English New Year and the China New Year holidays both fell in January they felt with regret that they could not recommend the Government to declare an additional holiday in that month. Col. Bird was promised, however, that a special appeal urging that as many men as possible be spared from business to attend the Camp would be issued to members of the Chamber. This action was taken accordingly, and it is satisfactory to learn that members very cordially responded, the attendance at Camp being far beyond the average of previous years.

### Cost of Living.

At the suggestion of the Netherlands India Commercial Bank, the Chamber approached the Government on the subject of compiling an index figure of the cost of living in Hongkong, stating that such a figure would undoubtedly be of considerable value, both to the Government and the Commercial Community. The Chamber had not the machinery for collating the necessary statistics, but suggested that the Government might find it possible to undertake the work, by collaboration between various Departments, and so make the figures on this subject which already appear in the official Trade Returns more comprehensive.

## Obituary.

The Chamber, as well as the business community, the whole Colony and China, suffered a very heavy loss during 1924 in the lamented death of Mr. A. G. Stephen, Chief Manager of the Hongkong and Shanghai Banking Corporation, and a member of the General Committee of the Chamber. A resolution of regret and condolence with the widow and family was recorded in the Minutes, and in a letter to Mrs. Stephen the Chamber wrote:— “Many public tributes have been paid here to Mr. Stephen’s wise counsel and mature judgment; which were of inestimable value in the present political condition of China and are almost irreplaceable. We desire to add our tribute to the great services he rendered to the Committee of this Chamber whose members have lost an esteemed and honoured colleague. At the same time the Committee ask you to accept their deep sympathy with yourself and family in your bereavement.”

Another great loss was sustained by the Chamber and the commercial community generally by the untimely death of Mr. A. R. Lowe. He became the Secretary of the Chamber in 1902 and remained in that office until the Secretaryship was assumed by Mr. E. A. M. Williams in 1907. Between 1907 and 1916, however, Mr. Lowe acted as Secretary on five different occasions. The services which he rendered to the Chamber and to the public in connection with the telephone controversy are fresh in the minds of all. He was a man of great business acumen and was actuated by a keen sense of public duty; he several times served the Colony upon the Legislative Council. A letter was addressed to Mrs. Lowe conveying the condolences of the Committee and Members in her sad bereavement.

On the departure from the Colony of the late Harbour Master, Commander C. W. Beckwith, R.N., the Chamber wrote expressing the very great regret of the Members at his impending departure from the Colony especially as the cause was an unfortunate breakdown in health. The letter continued: “The occasion cannot be allowed to pass without conveying to you an expression of the Chamber’s full appreciation of your strenuous and untiring efforts for the benefit of the Port, and of shipping, during your association with the Harbour Department over the long period of 18 years. Your work in connection with the re-organisation of moorings is specially remembered; also your valuable services during the War period, 1914-1918, the strain of which, it is feared, is in no small measure responsible for

your present enforced retirement." It was with very great regret that the news was received a few months later that Commander Beckwith had succumbed to the illness which had necessitated his retirement.

The death has also to be deplored of Captain F. T. Wheeler, Marine Superintendent of the Indo China S. N. Co., Ltd., who was always ready to place his special knowledge and experience in shipping matters at the disposal of the Chamber.

An expression of deep sympathy was conveyed to Messrs. Gerin, Drevard & Co., in the loss they sustained in the death of their partner, Mons. H. G. Gerin, in the terrible bomb outrage at the Victoria Hotel, Shameen, in June.

#### **Trade Facilities Act, 1924.**

The Government forwarded for the information of the Chamber copy of a circular despatch received from the Secretary of State for the Colonies relating to the Trade Facilities Act, 1924. This measure gives power to the Treasury, under certain conditions, to contribute towards interest payable on loans raised for the purpose of carrying out public utility undertakings in any part of the Empire. Amongst the conditions are that the loan is calculated to promote employment in the United Kingdom, and that the United Kingdom contribution is only in respect of orders placed at Home; that application for a grant is made within three years from 15th May, 1924, and that the aggregate amount of grant does not exceed £1,000,000 in one year and a total of £5,000,000 in all. Evidence will be required that the scheme is approved by the Government concerned and that it represents acceleration of normal work. In all cases the grant will be paid to the Government concerned, which will undertake the responsibility of paying the ultimate recipient. In acknowledging this communication the Chamber noted that this measure provides facilities for loans which may be of value in connection with large Government schemes now pending; also to public utility undertakings desirous of carrying out schemes approved by the Colonial Government.

#### **Japanese Earthquake Disaster.**

On the 24th March the final accounts of the Japanese Earthquake Disaster Hongkong Relief Fund were laid before the Governor, and His Excellency, through the Colonial Secretary,

expressed to the members of the Relief Fund Committee his great appreciation of the work done by them. As stated in the last Annual Report, the balance in hand at the end of March amounted to \$115,000 and was dealt with as follows:—

Yen 50,000 was contributed for the purpose of meeting deficit on the working of the S.S. "Tai Wayfoong" and Yen 88,000 was remitted to the Kobe Relief Committee—half to meet the needs of the Japanese sufferers and half to meet the needs of foreigners other than Japanese, and including British and Chinese.

The Chairman of the Finance Committee of the Earthquake Relief Fund, Kobe, wrote: "May I ask you to convey to your Committee our deep sense of appreciation and gratitude for this splendid and timely donation. We had come almost to the end of our resources while there are still frequent requests for assistance from deserving cases which could not be met excepting for this unlooked for donation from you." In November the Japan United Foreign Board of Trade, Yokohama, informed the Hongkong Relief Committee that the Relief Ship "Tai Wayfoong" would close its accounts in the near future with a credit balance of about Yen 15,000 and they suggested that the balance should be vested in the British Consul, Yokohama, and the Managers of the Hongkong & Shanghai Bank and Chartered Bank, Yokohama, for the purpose of affording general relief to sufferers from the Earthquake who might still require assistance. The Committee of the Japan United Foreign Board of Trade took the opportunity of acknowledging the great assistance which the contributions made by the Hongkong Relief Committee had afforded towards the re-establishment of foreign business houses in Yokohama. The method proposed for dealing with the surplus was approved by the Hongkong Relief Committee.

#### **Life Saving Appliances Rules.**

On July 31st, the Government invited the views of the Chamber upon the report of the Committee to consider the possibility of revising the Life Saving Appliances Rules in force in Hongkong for foreign going passenger vessels. The Committee recommended that the Hongkong Passenger Certificate authorising foreign-going vessels to carry passengers be divided into three classes, each class to be governed by its own rules and regulations. Class I would apply to foreign-going vessels



certified to carry passengers beyond the limits of 10 degrees south latitude and the Meridians 60 degrees East and 141 East. Class II would govern foreign-going vessels certified to carry passengers within those limits and Class III would relate to river steamers within the limits of the Canton and West Rivers, including Macao. In the course of their report the Committee, which consisted of Commander Hake (Chairman), Mr. F. W. James, the late Captain F. T. Wheeler and Mr. William Russell, recommended that the provision of a wireless telegraphy apparatus be made compulsory on all vessels and added "the Committee unanimously are of the opinion that this provision should extend to all sea-going vessels exceeding 1,600 tons not authorised to carry passengers."

The Chamber pointed out that the Committee's terms of reference were to suggest improvements in the Life Saving Appliances Rules in force in Hongkong in regard to vessels holding a Hongkong Passenger Certificate, and that they were not called upon to express an opinion in respect of wireless on vessels not authorised to carry passengers. The principle which the Authorities presumably wished to have strictly carried out was that of "boats for all" (or, failing this, other adequate measures) whether vessels carry passengers or not. Small cargo ships trading on the China Coast, carrying no passengers, would have boats for all on board, and the question of fitting them with wireless apparatus, it was submitted, does not arise until the question of local wireless regulations has received the full consideration of the Hongkong Government.

### Trade Statistics.

In the early part of the year considerable attention was devoted to the possibility of making less troublesome to all concerned the compilation of the Statistics of Trade issued annually by the Colonial Government. Arising out of proposed amendments intended to strengthen the needs of the Import and Export Department in obtaining reports from Merchants, it was suggested that, instead of taking out Import and Export Permits in each case of an arrival or shipment of goods, the use of these documents be dispensed with altogether and firms be required to render periodical returns in which all the transactions of the period since the last return would be combined and set forth in one document. It was suggested that these returns could be readily checked against ships' manifests and that the advantage to be gained would be prompt shipment, saving of

time and labour to both the Government Statistical Staff and to Merchants, and reduction of the inconvenience caused at present by the necessity of supplying corrections when it was discovered, after making out a Permit form, that some of the goods were shut out, short-shipped or short-landed. The practicability of this suggestion was questioned in official circles where it was felt that without the compulsion of the Permit system, returns would not be rendered regularly and accurately. It would be a great deal more difficult to check against ships' manifests a form containing particulars of cargoes on several ships, than it is at present to check the Import and Export Permits, which can be readily grouped in any order required and so handled more easily. Returns *en masse* at the end of a period would also handicap the Department in checking queries and mistakes, which would be some days old before the clerks discovered them.

Exploration of the subject led to a discussion whether the Colony's trade statistics are worth the trouble and expense which their collection involves. A staff of from 40 to 50 clerks is required and the cost of the Statistical Department is apparently close upon \$100,000 per annum; and this to collect statistics which are admittedly incomplete, since the returns do not include, amongst other things, general cargo arriving from ports in China south of Swatow and from Macao, a portion of the cargo arriving from the Chinese ports of Swatow, Amoy and Foochow, and cargo carried by native craft.

It was ultimately decided to take the opinion of Merchants generally, as to the usefulness, or otherwise, of Trade Statistics, and as to the suggested alternative method of compiling them. A considerable majority expressed the opinion that Trade Statistics are of great use for business purposes, although most of the British and Foreign Merchants set no value upon statistics of native trade. The Chinese Chamber, on being asked, expressed a similar opinion with regard to the latter statistics. A large majority favoured the suggested new method of rendering a combined periodical Return on one form, in preference to filling up an Import or Export Permit in respect of each shipment.

When the possibility of eliminating statistics of native trade was considered, it was found to be impracticable because it was quite clear, from the Returns, that the Chinese trade amounts to a very large proportion of the total of the Exports and Imports of the Colony, and that to limit the statistics to commodities of interest to British and Foreign Merchants only

would be to give an entirely erroneous impression of the actual trade of the Colony. Further, as it did not appear that the suggested alternative method of compiling statistics would be found workable by the Statistical Department it was decided to take no further action in the matter.

#### Summary Offences.

A Bill to amend further the Summary Offences Ordinance, 1845, which was referred to the Chamber by the Government, was approved. The Bill made it an offence to alter in any way the construction or fittings of any ship with a view to the unlawful possession, storage or conveyance of arms, ammunition, opium, dangerous drugs, etc. The practice aimed at was the construction of secret hiding places for the purpose of exporting, importing and storing illicit material. Previously, the only way of dealing with cases of this kind was by prosecution under section 42 or 43 of the Malicious Damage Ordinance, but the severity of the penalty under this Ordinance is dependent on the amount of damage done, whereas the construction of a "cache" might cause no material damage to the ship. The question of damage, of course, is really irrelevant in the case of the evil aimed at.

#### Motor Engines for Fishing Junks.

The Harbour Master brought to the attention of the Chamber, with a view to the exploration of the commercial possibilities opened up, an application by a fishing junk owner for permission to fit his new junk with a motor. The junk owner proposed to install a 100 h.p. engine, made in the interior, for which he intended to pay \$10,000. The Harbour Master pointed out that there are five to six thousand fishing boats licensed in Hongkong and it should not be many years before, as in the case of the other fishing fleets of the world, auxiliary power will be introduced in the majority of the boats. He suggested that British firms might be interested to go into the question of producing a suitable engine, the main requirements being simplicity and sufficient power to propel a junk 80 to 90 feet long and of two to three thousand piculs capacity at a speed of five or six knots. A number of local firms have since thoroughly investigated the problem.

#### Recreation for Crews in Port.

At the instance of Capt. C. B. Riggs, Manager of Holt's Wharf, the Chamber called the attention of the Government to

the need for recreational facilities for the crews of steamers in Port. Their time being limited, it was often not possible to permit them to go far away from their ships, and what they needed, it was suggested, was playing space for football near the principal wharves—the Hongkong & Kowloon Wharf & Godown Co. and Holt's Wharf. Hongkong, it was pointed out, is one of the few ports where recreational facilities near the wharves are not provided. In many ports shipping Companies have purchased land for the purpose, but in Hongkong none is available. The Committee fully realised that the Government would find considerable difficulty in allotting land permanently for this purpose anywhere near Kowloon Point, but it was suggested that, pending development of Hunghom Bay, ships' crews might be given permission to play games such as football on some part of the land between the Railway and Hunghom Bay.

After considerable correspondence between Shipping Companies and the Chamber directed to ascertaining the approximate extent of the facilities required, it was arranged that ships' crews could use the ground of the Railway Recreation Club at a fee of \$5 for each occasion, such contribution to cover the provision of footballs and necessary gear. The thanks of the Chamber and of the Shipping Companies concerned were conveyed to the Government for the helpful support given in the matter.

#### **Tobacco Duties in Hongkong.**

The Chamber was asked to take up the question of the nature and amount of duty now levied on cigarettes in Hongkong which, it was urged, was impeding the expansion of business and proving inequitable both to distributors and consumers. The duties were increased in 1921 to offset an anticipated decrease (which did not occur) in the revenues of the Colony. The method of assessing duty is considered by firms concerned to be inequitable, in so far as the major burden of taxation now falls upon consumers of low-priced cigarettes, who constitute the poorer classes of the community. For example, it was pointed out that cigarettes priced at \$62 a case, paid duty at the rate of 53%; a brand priced at \$250 paid at 30%; a brand at \$1175 at 23% and a high grade at \$1945 paid 14%. The method of computing taxation, based on the weight of tobacco, is criticised as cumbersome, hindering trade on account of difficulty in adjusting prices.

Furthermore, as is well known, the Chinese Authorities watch taxation measures in Hongkong with great care, and are only too apt to use them as an excuse for new taxation, Canton was undoubtedly influenced by Hongkong's policy of high taxation when imposing a 20% sur-tax on cigarettes.

The Chamber requested that the subject of an adjustment of the taxation on tobacco used in the manufacture of cigarettes be considered by the Government, but the Government contented itself with replying that it had "carefully considered the arguments which had been advanced in favour of an *ad valorem* tax, but it is satisfied that, from the point of view of the Colony as a whole, the existing system of taxation is preferable."

#### Taxation of Insurance Companies by Macao Government.

Reference was made in the last Annual Report to the proposal of the Macao Government to tax Insurance Companies, to which objection was raised by the Fire Insurance Association of Hongkong on the ground that the new Ordinance was prejudicial to insurance interests and discriminated against non-Portuguese Companies, also making a levy upon insurance companies generally to meet the cost of the Fire Brigade. H. E. the Governor of Hongkong addressed H. E. the Governor of Macao on the subject, and a reply, dated 19th March, 1924, was communicated to the Chamber. The Governor of Macao expressed his readiness to consider any specific modifications of the law put forward by the Chamber, and also called attention to the fact that there are no Portuguese Insurance Companies operating in Macao. The Fire Insurance Association advised that, in view of these explanations, further representations on the subject were unnecessary.

#### Imperial Customs Conference, 1921.

Further correspondence on this subject was received during 1924. It had been suggested by the Chamber that the "Combined Certificate of Value and Origin" adopted by the Imperial Customs Conference is not applicable to the circumstances of Hongkong as a free port but that it would have to be used for exports to countries in which it was in force. The Right Hon. Mr. J. H. Thomas, in a despatch, dated 25th April, 1924, forwarded by the Colonial Government on 25th August, 1924, endorsed this view and enclosed a copy of the certificate in the form finally adopted.

### Arbitration Awards.

The Chamber proposed the following Resolution at the Conference of the British Chambers of Commerce in China and Hongkong, held at Shanghai in February, 1924:—

“ That this Conference urges the General Produce Brokers' Association of London to reconsider its refusal to state in an arbitration award particulars of the defect in respect of which allowance or rejection is granted. In view of the fact that the parties bind themselves to accept the arbitrators' award, the Conference is not impressed with the suggestion of the London Chamber of Commerce that 'it is not desirable for awards to contain reasons, as this would often lead to litigation'. An unofficial statement of reasons accompanying the award is considered unsatisfactory by China shippers and the Conference asks the London Chamber of Commerce and the General Produce Brokers' Association to give the subject further consideration.”

In the discussion which ensued, Mr. C. H. Arnhold gave an account of negotiations in which he took part at a meeting of the Far Eastern Section of the London Chamber of Commerce. It was explained that the principal reason for declining to state reasons in arbitration awards was the contention that the principal object of holding arbitrations under the auspices of the General Produce Brokers' Association was to act in the interests of both parties in avoiding litigation. The Arbitration Act especially provides that arbitrators are under no obligation to state the reasons for their findings in their awards, and the argument of the Produce Brokers' Association was that, were they to state these reasons in the body of the award, it would be always open to a dissatisfied party to bring the matter before the Courts on the plea that the reasons given were not in accordance with the actual facts.

After a good deal of discussion he was able to induce the Committee of the General Produce Brokers' Association to agree to notify arbitrators that, if they were requested by either of the parties to an arbitration to do so, there was no objection to their writing, without prejudice, an informal covering letter, when forwarding their award, giving the reasons for their findings. This was all that Mr. Johnstone asked for

in moving Hongkong's resolution on the subject the year before, and, having got that procedure in motion, Mr. Arnhold considered that he had achieved the object in view. He found the London Produce Brokers' Association very fully conscious of their rights; whatever small measure of success crowned his efforts was hardly won and he felt that if the Resolution before the Conference were passed even that achievement would be endangered. The only result of insistence would be that the concession granted would be withdrawn.

On being put to the vote, the Resolution was lost by the casting vote of the Chairman, and there the matter rests. The Association of Exporters has invited its members to report if letters containing reasons for awards are not obtainable and, as no such complaints have been received, it is to be assumed that the undertaking is being observed.

#### **Forward Bookings.**

At the request of the Association of Exporters, the Chamber approached the China & Japan Homeward Freight Conference with the request that the period of 90 days during which shippers can obtain the refusal of space from Shipping Companies be extended to six months. It was pointed out, in respect of many articles of export, that business is commonly done for shipment for five or six months hence. The Conference proved unwilling to grant the concession, their contention being, apparently, that rates and conditions relating to freight need to be strengthened rather than relaxed. Correspondence on the subject is still proceeding.

#### **Pan-Pacific Union.**

It was found impracticable to send a delegate to represent the Chamber at the Pan-Pacific Food Conservation Conference, held in Honolulu in August, 1924, when resolutions were passed on many subjects. Those of particular interest to Hongkong related to: The metric system, weather reports from ships; scientific control of sugar cultivation; oil pollution of harbours, etc.; combating marine borers and other similar organisms; and furthering rice production and improvement.

#### **Exhibitions.**

Mr. T. G. Weall, who was in England in the summer of 1924, kindly reported upon the value to Hongkong of the British Industries Fair held in London.

Publicity was given by the Chamber to the Economic Fair which took place in Hanoi in December, 1924.

Opportunity is taken here to announce that there will be a Trade Convention in Seattle, Washington, in June, 1925, at which it is anticipated that a large number of representatives from the Far East will be present. The Admiral Oriental Line is providing a special steamer to convey delegates to Seattle. The occasion is the Twelfth Annual Convention of the National Foreign Trade Council of America to which are being invited business delegates from all countries to consider questions affecting commercial relations between nations.

Delegates visited the Colony in February, 1925, for the purpose of inviting participation in the Convention. They were received by the Chairman and Members of the Committee, who expressed sympathy with the objects of the Convention in bringing about closer co-operation between business men on both sides of the Pacific. It was arranged, during the discussions with the visitors, that, if no delegate to the Convention is available from Hongkong, the Chamber will arrange, if possible, to be represented by a member of a business house in Seattle or Vancouver, having Hongkong connections. It was learned with regret that the leader of the deputation, Capt. Gibson, died in Manila, and a letter of sympathy was sent.

The New Zealand and South Seas International Exhibition is to take place at Dunedin for a period of five months beginning in November, 1925.

In 1927 a Canadian Exposition is announced to be held in Vancouver, B.C.,—the first great world exposition ever held in Canada. It is intended to confine the exhibits as much as possible to products of the British Empire, bringing East and West together at a central point. The Agent-General for British Columbia and the Mayor of Vancouver have issued an appeal for the support of the Mother Country, Dominions and Colonies in order to make possible adherence to the "Trade within the Empire" idea.

#### **"Duty Paid" Labels.**

At the request of the wine and spirit merchants of the Colony, the Chamber transmitted a protest against a notification that the Imports and Exports Department would no longer contribute towards the cost of affixing "duty paid" labels to bottles of liquors. In January, 1922, the wine merchants were approached by a representative of the Imports and Exports



Department regarding the smuggling which was reported to be going on in the Colony, with a view to providing a preventative. The suggestion made was that all bottles containing wines and spirits, and excluding malt liquors, that were sold by wine merchants for consumption in the Colony, should have a duty paid label affixed. It was pointed out by the wine merchants that this would entail considerable expense for extra labour, as well as loss of time, and in reply they were promised that if the wine merchants would co-operate with the Government in carrying out the plan, the Government would pay a certain sum per label and thus share the extra expense. The reply of the Colonial Secretary to a protest against withdrawal of this concession was that "Government does not admit any obligation to continue indefinitely a system of refund which was sanctioned as a provisional measure while the scheme was in an experimental stage, as it cannot regard the cost of carrying out legal obligations imposed under the licence as a proper charge against public funds." "I am also to point out," wrote the Colonial Secretary, "that the scheme operates in the interests of the licensed dealers in that it has proved successful in putting a stop to a large extent to the retail trade in illicit spirit which had sprung up before its introduction."

#### Philippine Islands and Prohibition.

The American Consul-in-Charge in Hongkong notified in September that, as a result of a decision that the Eighteenth Amendment to the Constitution of the United States extends to the Philippine Islands, he had received instructions not to clear or grant bills of health to vessels on which liquor for beverage purposes is loaded for delivery there. This position caused difficulty to wine merchants in the Colony who had cargoes *en route* for Manila, and the Chamber was appealed to with the request that it would use its good offices to bring about some solution of the difficulty. On enquiry, however, it was found that the authorities at Manila were not insisting on the exclusion of alcoholic beverages, and such cargoes were not in practice subject to serious impediment.

#### University of Hongkong.

In March, Mr. G. T. Edkins, by reason of departure from the Colony, resigned his seat on the Finance Committee of the University on which he represented Chamber of Commerce. An expression of appreciation was conveyed to Mr. Edkins of

the valuable services he had rendered in this capacity for several years past, especially in connection with the recent financial re-organisation of the University. Mr. G. M. Young was appointed to the seat thus vacated.

In 1921, a number of firms and individuals, members of the Chamber, pledged themselves to contribute a sum of \$20,000 annually, \$12,000 to be devoted to provide the salary of a whole time lecturer in the Commercial Course for a period of five years and \$8,000 to assist in maintaining qualified teachers for the Primary and Secondary Schools of the Church Missionary Society at Canton.

The last payment under this arrangement will be made in 1925. The Vice Chancellor accordingly wrote in July enquiring whether the annual contribution of \$12,000 was likely to be continued and if so, on what conditions. The Vice Chancellor's letter also contained the following paragraphs:—

As long ago as May, 1923, my predecessor addressed the Government of Hongkong with a view to the Secretary of State being asked to recruit a lecturer in Political Economy and Commercial Law, but up-to-date no suitable candidate has been found and a despatch has just been received from the Colonial Office in which Mr. J. H. Thomas reports his inability to find a qualified man.

Meanwhile Mr. Keeton has come and he is to do some of the work which was designed for the Lecturer in Political Economy and Commercial Law in addition to teaching his own subject—Political Science.

The Faculty of Arts have also at my request carefully overhauled their arrangements and we are all agreed that the most urgent need of the University is not the recruitment of a Lecturer in Political Economy and Commercial Law but of an additional Tutor in English.

At the meeting of the Senate at which the Arts Faculty's demand was discussed I was constrained to suggest that the present financial prospects of the University do not seem to me to admit of any additional appointments being created. Thereupon the Senate resolved that the most urgent need was the

Tutor in English and that if the Tutor could not be provided in any other way, they would prefer that the appointment of the Lecturer in Political Economy should be postponed. Neither the Senate nor the Faculty of Arts were prepared to relinquish the lectureship in Political Economy and Commercial Law. The position of these bodies is that the Political Economy and Commercial Law lectureship should be filled from the beginning of the 1926 session.

The Vice Chancellor therefore asked whether the Committee would have any objection to the Chamber's contribution of \$12,000 for 1925 being spent on an additional tutor in English. It was decided, in the circumstances, to raise no objection to this, and, on the question of the continuance of the grant after 1925, the Vice Chancellor was informed that "it is considered unlikely that it will be possible to raise so large a sum as \$12,000 in the near future. The present undertaking was entered upon at a time of exceptional prosperity of which, in view of present political conditions in China, there is at present no sign of recurrence."

This question, with the grant to Holy Trinity College, Canton, will come up for settlement during the present year.

#### Yunnanese Scholarships.

The Colonial Government informed the Chamber in March that it was proposed to continue the grant of a scholarship to a Yunnanese student at Hongkong University, a scheme in which the Government, the Chamber and the British American Tobacco Co. joined in 1919, each granting one scholarship of \$1,000. The Chamber and the British American Tobacco Company have both agreed to continue their contributions for this purpose for a further period of five years, for students who would commence their studies in January, 1925. Later in the year correspondence took place with the Warden of St. Stephen's College, who acts as guardian of the Yunnanese students. The present students state that they were given to understand before they came to Hongkong that \$1,000 would be adequate for all expenses, but that, in fact, this had not proved to be the case. The students whose scholarship expired in 1924 asked for a bonus of \$200 and a travelling grant for their homeward journey. The students who came into residence in 1922 asked for an additional annual grant of \$120 on the same

grounds. After a conference between the Chairman of the Chamber, the Director of Education, Mr. F. A. Perry of the British American Tobacco Co., and the Warden of St. Stephen's College, it was agreed by all concerned to grant the students who have completed their University course a bonus of \$200 and a travelling allowance of \$60 and to increase the Scholarship now in existence (for the unexpired period) to a sum of \$1,120 per annum instead of \$1,000 as heretofore; also to increase the scholarship for the future to \$1,120, but to make it quite clear that there is no undertaking that the amount will cover all the expenses of a University career.

The Registrar of the University reported in March that the Hewitt Memorial Scholar, Mr. N. H. F. Prew, a student in the Department of Commerce in the Faculty of Arts, had passed Part II of the Intermediate Examination, leading to the Degree of Bachelor of Arts.

The Chamber regretfully found itself unable, on account of lack of available funds, to respond to appeals for funds for the extension of St. John's Hall, Hongkong University, and for a grant towards the maintenance of St. Hilda's School for Girls in Canton.

#### **Cargo Handling Charges at Callao.**

At the request of the Association of Exporters, the Chamber called the attention of the Toyo Kisen Kaisha to the fact that its Agents in Callao were charging consignees of rice for Callao 2s. per ton, on delivery for separating different marks, a practice which appears to be unusual and unjustifiable. The matter is of special importance both to Hongkong and to shipping companies because the tendency has been in recent years for rice to be shipped direct from Siam and Saigon to South American ports, and any increase in the charges levied upon Hongkong rice shipments must lead to loss of a still larger share of this important trade.

The Chamber's representations had the desired effect in securing withdrawal of this charge, provided that rice shipments are stowed, each mark by itself.

#### **Stowaways Ordinance.**

At the request of the Colonial Government, the Committee considered a Bill intended to amend the Stowaways

Ordinance, 1903, and expressed the opinion that the measure would deal more effectively with the evil against which it was directed than did the earlier enactment. The Bill was later placed on the Statute Book.

### **Force Majeure Certificates.**

Correspondence took place with the Bradford Chamber of Commerce on the subject of a certificate submitted by a Member of this Chamber in which the Bradford Chamber certified that certain goods "could not be delivered within the stipulated contract time on account of the difficulties experienced by the manufacturers in obtaining the necessary yarn from the spinners." Whilst conscious of the fact that this certificate was probably never intended by the Bradford Chamber, when issuing it, to constitute a "force majeure" certificate—although tendered as such by the suppliers of the goods—the Chamber wrote to Bradford expressing the opinion that the information given by this certificate was not sufficient evidence of "Force Majeure", in order to establish which there must be specific evidence of strike, lockout, breakdown of machinery, etc., as well as evidence of the fact that a second source of supply was non-existent. The mere fact that manufacturers experience difficulty in obtaining any necessary materials from a third party was not, in the opinion of the Committee, in itself sufficient to substantiate a claim of "force majeure".

As was expected, the Bradford Chamber replied that the certificate was never intended as a "force majeure" certificate but was merely issued on evidence supplied to the Chamber in order that the reason for the non-delivery of certain goods might be certified to the importer in China. The Secretary of the Bradford Chamber added:—"For your information, however, I might state that it is very possible that we shall adopt a certain certificate which will only be issued under special circumstances, in order that the constant requests which we are receiving for these certificates will be minimised and the certificates only issued when precise and definite evidence is furnished, but you may take it from me that this Chamber has been particularly careful before issuing any certificate."

### **Association of Exporters.**

The Committee of the Association of Exporters and Dealers of Hongkong took into consideration, towards the end of the year, the question whether any useful purpose was served

by dealing with Exporters' interests through an organization separate from the Chamber of Commerce, which concerns itself with questions affecting Importers and other sections of the commercial community. When the Association was formed, 13 years ago, it was desired to provide a common meeting ground for Exporters and Dealers, but in practice the Association has derived its principal support from Exporters only. The majority of members of the Association are also members of the Chamber of Commerce. Tentative negotiations were entered into with the Chamber of Commerce, and your Committee regarded the suggestion that the Association be merged in the Chamber in a favourable light, as making for economy and convenience. If members of the Association generally approved the proposal the Chamber expressed its willingness to form an Export Sub-Committee and invite the members of the General Committee of the Association *en bloc*, to act in that capacity. An extraordinary general meeting of the Association was therefore called and unanimously approved a resolution that, as from 1st January, 1925, the Association be merged in the Chamber, and for this purpose be voluntarily wound up as from 31st December, 1924. Discussions took place as to the method of disposing of the Association's surplus funds, amounting to nearly \$4,000, and it was ultimately agreed that, as the transaction of business hitherto managed by the Exporters' Association will throw additional work upon the organization of the Chamber of Commerce, the funds of the Association may reasonably be transferred to the Chamber, any expenditure recommended by the Export Sub-Committee being met out of the general funds, as in the case of other Committees. The sum mentioned will be brought into account in 1925.

#### Peruvian Consular Fees.

At the end of the year a settlement was reached in the question, outstanding since March, 1922, of the refund of Consular Fees levied without adequate notice by the Peruvian Consulate. The promised refund has now been made and an expression of thanks was conveyed to the Government and to the Consul for Peru for their assistance in arriving at this result.

#### Canton Harbour Improvement.

Your Committee has watched with keen interest efforts made at Canton during the last year or more to secure much needed improvements of the River, the state of which is an

increasing hindrance and danger to navigation. A year ago your Committee suggested to the Canton Chamber that the political situation offered so many obstacles to action on broad comprehensive lines, that great difficulty and delay would attend any endeavour to establish a Conservancy Board at present, and advised an informal appeal to the Inspector-General of Customs urging him to institute works likely to afford tangible and immediate relief. Sir Francis Aglen was approached accordingly, but replied that he had no funds available for river conservancy, and recommended a conservancy scheme, the necessary funds to be derived from a local surtax on revenue with contributions from shipping in the form of dues. The Canton British Chamber therefore pressed forward energetically with a conservancy scheme, securing, towards the end of the year, the support of a meeting of all foreign merchants to the following resolution:—

That subject to adequate guarantees that the money collected shall not be appropriated to purposes not sanctioned by a representative Board and provided it is spent according to the direction of such a Board this meeting of Foreign Merchants is prepared to agree to the following Surtax proposals provided there is adequate foreign representation:—

- (a) A surtax of 5% on all dues and duties collected by the Maritime Customs with the exception of tonnage dues and transit passes shall be collected by the Maritime Customs.  
Goods arriving under exemption certificate are to pay 5% of the duty from which they have been exempted.
- (b) A levy of 2 Hk. tael cents per net registered ton on all vessels over 350 tons net registered tonnage entering the port.  
This section does not apply to steamers dealt with under heading (d).
- (c) Duty-free goods to pay  $2\frac{1}{2}$  per mille *ad valorem* with the exception of treasure which shall be exempted from the surtax.
- (d) A levy of  $\frac{1}{4}$  Hk. tael cent per net registered ton per clearance on all river steamers on a regular run over 350 tons net registered tonnage entering

the port. This shall include steamers regularly plying between Hongkong and Canton.

- (e) A surtax at the rate of one half present examination fee on the examination fees paid to the Native Customs shall be levied as surtax for conservancy funds.

The next step is to obtain the support of Chinese merchants who have expressed, individually, their sympathy with the project.

#### Secretaryship.

The Committee sincerely regretted to learn, at the end of the year, that Mr. D. K. Blair, Secretary of the Chamber, who was on sick leave during 1924, had made such slight progress towards recovery that medical opinion was adverse to his returning to Hongkong. Mr. Blair tendered his resignation, which was accepted with much regret, the Committee expressing, on behalf of the Chamber, keen appreciation of valuable services rendered in the Secretariat during many years. Members will wish him an ultimate complete recovery to health. Mr. M. F. Key has been appointed Secretary.

#### Membership.

During 1924 the following new members were elected by the Committee, and their election requires the usual confirmation by the general body of members:—

Messrs. Dickson, Parker & Co., Ltd.  
 Messrs. Edward Wheen & Sons, Ltd.  
 Messrs. Jebsen & Co.  
 Messrs. Wm. Meyerink & Co.  
 Messrs. Melchers & Co.  
 Messrs. Carlowitz & Co.  
 The Central Agency, Ltd.  
 The Taishing Paper Mfg. Co., Ltd.  
 Messrs. Bornemann & Co.  
 The Compagnie Optorg.  
 Messrs. Siemssen & Co.  
 Messrs. P. M. Pinguet & Co.  
 Messrs. Reuter, Brockelmann & Co.  
 Messrs. A. & S. Henry & Co., Ltd.  
 The Canton Trading Association.

The Chamber at 31st December comprised 164 firms and 15 individual members.



## THE PIRACY PREVENTION PROBLEM.

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Piracy Prevention measures have again occupied a large share of your Committee's attention, a stage being reached at the end of the year which it is confidently believed presages the adoption of radical measures for the cure of the evil; namely, the increase of Naval Patrols,—a solution which the Chamber has consistently pressed upon the authorities concerned.

### Insurance Against Disablement.

Early in the year the important subject arose of insurance against death or disablement as a result of piracy of officers of merchant ships on the China Coast. The Government wrote to the Chamber on 12th March, suggesting that a scheme of insurance might be operated either by Government or by a private Insurance Company somewhat on the lines of the National Insurance Acts, contributions to be made by the owners, officers and the Government. Your Committee gave this question very careful consideration, and replied to the Government as follows:—

“The Chamber is strongly of opinion that compensation to both officers and crews of merchant ships should be paid in these cases. On the question of the source whence compensation should be drawn, however, the Chamber desires to point out that in most cases the liability rests first with the Chinese Government which fails to fulfil its treaty obligations by affording to merchant shipping protection from the depredations of pirates.

“Where piracies occur in Hongkong waters or are effected by pirates embarking in Hongkong it is suggested that the more immediate responsibility lies with the Hongkong Government which may be considered to assume that responsibility when it issues instructions to the officers of merchant ships as to the methods by which the vessel is to be defended, lays it down as “the duty of the master and other certificated officers to resist to the uttermost any piratical attack,” and reserves the right to disallow the employment of officers who do not carry out the Government's instructions.

“Nor does the Chamber consider that joint insurance by State, employers and employees under the National Health Insurance Acts affords a true parallel with the circumstances at present under consideration. Sickness is a risk to which the

workers in every occupation are subjected, whereas the risk of death or disablement through piracy is a special and exceptional risk peculiar to this part of the world and due solely to the inability of government authorities to maintain law and order.

“The Chamber willingly responds to the request of the Government for its views, but would add that it cannot express a definite opinion on the subject because it has no authority to commit shipowners to acceptance of either the principle or the financial obligation of insurance of their employees. The Chamber therefore suggests a conference, at an early date, between the Government and those immediately concerned.”

The Colonial Secretary, however, replied that, in order to avoid delay, it had been thought better that Government should proceed independently of the shipping companies. Soon afterwards, unfortunately, a case of piracy occurred which involved the necessity for payment of compensation. The terms on which it was announced that grants would be made were that the Piracy Prevention Regulations had been properly observed, in which case, in the event of death, the equivalent of two years' actual pay would be credited to the estate of the deceased, and, in the case of disablement, an allowance equivalent to the actual rate of wages of the injured officer, up to a maximum period of one year.

Reference is made, at page 46, to the question of an anti-piracy automatic wireless transmitter.

#### Safety Measures at Whampoa.

The important question of protection of vessels discharging at Whampoa also arose, and the Chamber, on April 5th, issued a circular to Shipping Companies which contained the following paragraphs:—

“I am directed to inform you that H. M. Naval Authorities have shown the utmost willingness to afford special protection to vessels discharging at Whampoa; furthermore, the Commodore authorises the statement that every effort is made to keep a gunboat on patrol in the Pearl River, between Canton Harbour and Bocca Tigris. This patrol cannot always be maintained owing to gunboats refitting and the occurrence of other calls upon them; nevertheless, in the opinion of the Senior Naval Officer of the West River, all parts of the river are now sighted with sufficiently

frequency to reduce the danger of external piracy to a minimum. This information is conveyed to you in the hope that it may be the means of facilitating the handling of cargo cheaply and expeditiously between here and Canton."

### The Convoy System.

Correspondence took place in October between the Government and the Shipping Companies, the Government stating that it was proposed, unless the Companies saw grounds for objection, to abandon the convoy system for vessels on the Canton run. The reply of the Shipping Companies was that they "would not object to the abandonment of the convoy system provided H. M. Government could arrange outside protection from pirates attacking the steamers;" to which the Government rejoined that "in view of the replies received from the Shipping Companies concerned, it has been decided to maintain and enforce the convoy system for vessels on the Canton run." The Chamber took the opportunity of emphasizing the shipowners' point in this matter, and wrote to the Government reiterating its view that increased Naval Patrols are the most effective means of combating piracy. With reference to an announcement in the "Gazette" for October 24th that the Government was inviting tenders for the construction of two steel twin-screw patrol vessels, the Committee expressed the hope that this indicated the adoption of the policy advocated by the Chamber in 1923, "that this Colony should make arrangements to have a small fleet of gunboats built locally." The Committee also suggested that the proceeds of the Shipping Control might very properly and usefully be expended on the provision of anti-piracy patrol boats for the protection of shipping. It was stated, in reply, that the intention was to use the two launches for anti-piracy work so long as the present necessity continued and that afterwards they would be available to replace No. 1 and 4 police cruising launches. The Government also promised to consider the suggestion as to the use of the Shipping Control money.

A plan calculated to reduce the inconvenience of the convoy system was suggested by the Harbour Master in a letter to the Chamber dated 11th December; namely, that the extra guards be placed in the slowest ship as guard ship in lieu of in the fastest ship as heretofore, and that ships be given the option to proceed with the guard ship or not, as they desired. The Committee wrote that they could see no objection to these

proposals and would be glad to see them put into operation as soon as possible, provided they are not regarded as a final solution of the Piracy Prevention question.

#### **Draft Piracy Regulations.**

At page 253 of the Appendix to the last issue of the Chamber's Annual Report was printed a letter setting forth suggested amendments to the draft Piracy Prevention Regulations. The Government wrote under date February 1st, 1924, agreeing to the omission of the clause, to which strong objection had been taken by the officers of the merchant services, declaring that "no discretion may be exercised as to whether to resist pirates or not." In other respects the Government met the principal objections then raised to the proposed Regulations. The Chamber, on the 8th March, forwarded to the Government the views of Marine Superintendents on various questions connected with the practical application of regulations and urged that requirements should be adaptable as far as possible to existing vessels, having in view that it is impracticable to alter them to comply fully. Simultaneously with the despatch of this letter, however, the Regulations as amended appeared in the "Gazette."

#### **Anti-Piracy Regulations Committee.**

A Committee to consider "certain further proposals" with regard to Piracy was appointed by the Government later in the year. The Chamber was invited to nominate a representative of European shipowners, and the Chinese Chamber to nominate a representative of Chinese shipowners. Mr. N. S. Brown and Mr. T. N. Chau were appointed respectively and Mr. T. T. Laurensen represented the Mercantile Marine Officers' organisations. At the first meeting of the Committee it was announced by the Chairman, Commander Hake, R.N., that the Committee's scope was limited to consideration of amendments designed to make more watertight the Piracy Prevention Regulations, as applied to the internal protection of vessels, and that the Committee was not to be allowed to discuss the general question of Piracy Prevention apart from the Regulations. It was the unanimous opinion of your Committee and of the other bodies mentioned above that the existing regulations were most unsatisfactory and that no revision of them would be effectual for suppressing piracy; that unless the whole subject was considered

and all avenues explored no good purpose could be served by those appointed continuing on the Committee. As the Government maintained its original view, the Minority, consisting of the representatives appointed by the two Chambers, and the representative of the combined Coast Officers' Guilds, withdrew and prepared a "Minority Report."

### The Minority Report.

The Minority Report condemns the Regulations for the internal protection of ships on the grounds that they throw the responsibility for defence against pirates upon the Mercantile Marine, instead of upon the Navy to which it properly belongs. It is quite impracticable to convert into a defended citadel a small river steamer officered by two or three Europeans, manned by a Chinese crew and carrying large numbers of Chinese passengers from amongst whom it is customary for the pirates suddenly to declare themselves and take possession of the ship. To defend a ship in such circumstances is impossible; the most that can be attempted is the defence of the bridge and engine room for sufficient time to send out distress signals to naval patrols which should be in the vicinity.

Grilles conflict with Board of Trade Regulations and are a source of danger. They prevent access by passengers to the boats, making great loss of life unavoidable in the event of maritime casualty, thus throwing heavy responsibility upon the authorities responsible for their enforcement.

Indian guards, of whom some 900 are employed, at a cost of \$270,000 per annum, are condemned as undisciplined and inefficient and, being under the orders of the police, derogate from the authority of the Master of the ship. Police searching of passengers and baggage in Hongkong should be more strict. Extension of that work would be far preferable to provision of armed guards on the ships. The convoy system, latterly adopted, greatly handicaps well-found ships, while affording no protection for the extensive traffic of towed-junks between Hongkong and Canton.

The report looks to the early provision of wireless on all passenger vessels in the danger zone, allowing a reasonable time to install apparatus and train operators, for whom a School has now been in operation in Hongkong for the last twelve months. Reform in the method of engaging Chinese crews is also advocated.

Naval patrols are regarded as the supreme deterrent of piracy. "Once pirates know that, although they may be able to overcome resistance in the ship itself they will not be able to get away, piracy will cease." Protection of British commerce is essentially a duty of H. M. Navy.

Accompanying the report is a lengthy statement by the Senior Naval Officer West River Patrols which, the signatories urge, shows that H. M. Naval Forces stationed in waters adjacent to Hongkong, though fully alive to, are inadequate for the many and varied duties which devolve upon them. River and coastal patrols should be extended, and, if the Navy estimates do not permit, the Hongkong Government should accept the responsibility, perhaps using the surplus shipping control funds.

It is strongly urged that an adequate patrol system on the lines suggested by the Senior Naval Officer West River Patrols, and a coastal patrol, are the only solutions of the existing state of affairs, and that the Hongkong Government should therefore at the earliest possible moment seek the advice and assistance of H. M. Naval Authorities at Hongkong in formulating a scheme, in which event the signatories to the "Minority Report" will, if invited, be willing to render any assistance in their power.

Summarized briefly, the Report urges that, if the guards are withdrawn, grilles removed, (except those around the engine room and stokehold entrance, and bridge), an adequate fleet of patrol craft provided, and police supervision, both ashore and in the Harbour, materially re-inforced, there should be little to fear from the possibility of piratical attacks in the future.

In conclusion, it is suggested that there appears, judging from an incident which is narrated, to be need for closer co-operation between the local Government and the Naval Authorities. The appointment of a Naval representative on any Committee convened to deal with Piracy Prevention is most desirable.

#### **Senior Naval Officer's Report.**

The Senior Naval Officer's report, which deals with the river apart from the coastal problem, states that armed launches, if used as patrols instead of as convoys, could give equally good protection to river steamers and far better protection to the many small craft under the British flag. There is an enormous trade carried on in junks bottoms towed by launches. "At present every pirate and local inhabitant knows exactly when the convoy

and its guard launch will pass and can make their plans to pirate a tow before or afterwards in perfect safety. In my opinion, the only alternative to the present system is to increase the number of armed launches available. If another five armed launches were provided, the carrying of large armed guards and sailing in convoy could be abolished, and the system of grilles reduced practically to protection of the bridge and engine room. With the present four armed launches, plus five additional ones, a system of efficient patrols could be instituted covering the Pearl River and from Wangmun to Kongmun." In other respects the Senior Naval Officer fully confirms the Minority Report, which your Committee confidently believes will lead to the provision of the comparatively small additional Naval protection essential to safeguard one of Britain's most important trade outlets.

The Chamber forwarded a strong appeal to the China Association in London, at the end of December, requesting that organisation to make representations to all authorities concerned in support of the contentions of the "Minority Report." That prompt action was taken by the China Association is indicated by recent questions in Parliament. The Hongkong Government was informed that the Report had the Chamber's wholehearted support, and, in acknowledging this communication, wrote on February 11th, 1925, that the "Minority Report" had been forwarded to the Secretary of State for the Colonies. The letter added that while adhering to the view, which is shared by the Commander-in-Chief, that armed protection on board ship is essential, the Government has urged that the Lords Commissioners of the Admiralty should, in the interests of British trade and prestige, so strengthen the naval forces here as to provide for the establishment of a system of patrols which will be adequate to safeguard ships from external attack, and when coupled with reasonable measures of self-protection on board, to make attempts at piracy from within too hazardous to be attractive.

The thanks of the Chamber are due to the Hongkong Government and the Naval Authorities for support readily given; and to Mr. N. S. Brown for the keenness and enthusiasm with which he took up the question as a member of the Government Committee and as the signatory principally responsible for framing the very able "Minority Report;" also to the China Association for the prompt assistance rendered in pressing the question upon the attention of the authorities in London.

## LOCAL PROGRESS IN WIRELESS TELEGRAPHY IN 1924.

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The unsatisfactory conditions existing during 1923 at Cape D'Aguilar Wireless Telegraphy Station are indicated by complaints printed in the Chamber's last Annual Report to the effect that "on more than one occasion steamers have been unable, when well within range, to establish wireless communication with the Station." (Appendix, Annual Report 1923, pp.144). From April 22nd to July 19th, 1923, according to a letter from the Colonial Secretary, printed on the same page, the Station was closed down altogether, owing to the necessity for extensive alteration to the engine room, and installation of a new battery. The difficulty was that the Marconi Synchronous Spark, used at D'Aguilar, depends entirely on its speed being maintained. A storage battery is essential, whereas for many months the apparatus was working without one, and had oil engines of only 20 h.p. Immediately the apparatus was used, the speed died down and the spark became ineffective.

Mr. L. H. King, Chartered Electrical Engineer, arrived in the Colony in December, 1923, having been appointed by the Colonial Office to advise the Government on all electrical matters, including wireless telegraphy. As announced by the Chairman at the last annual meeting of the Chamber, he was able, almost immediately, to effect considerable improvements at D'Aguilar, as the result of which the station was communicating, early in 1924, with Canton, Kwong Chow Wan and Swatow, rendering great assistance to commerce in the absence of other means of rapid interchange of messages. Substantial improvement was also made, and maintained, in "ship to shore" communication.

At the beginning of 1924, D'Aguilar was transmitting on temporary 70 ft. masts. This state of affairs continued until August, when two new 212 ft. steel lattice masts were brought into use, replacing those blown down in the typhoon of August 18th, 1923. When working on the 70 ft. masts the station had not an adequate range, except with ships possessing exceptional receiving gear. The power plant was also overhauled and improved, new standing receiving gear installed, and, still more important, a full staff of operators was obtained.



### The Direction Finder.

Experiments were also carried out early in the year with the Direction Finder, which was brought into operation for a short period but was found to have such variable errors that calibration was considered impossible, and the station was withdrawn from service for further investigation. It was found on opening up the instrument that minute spots of corrosion had formed on parts of the innermost and highly sensitive coils with which such apparatus is fitted. Fresh coils have now been obtained and the station is again in the course of calibration. It is to be expected that the readings obtained will still contain a certain percentage of error, this being unavoidable, as it is due to the rugged coast line in this vicinity and the consequent coastal refraction. It is, however, possible, should these errors be found to be constant, for a correction chart to be brought into use, enabling each reading to have its value added to or subtracted from as may be necessary. Direction Finding Stations already established in England announce, for example, that within certain sectors an accuracy within two degrees may be expected; bearings in sectors other than these will be given if desired but will be described as only approximate. It may be possible to operate a Hongkong Station subject to similar reservations.

### Broadcasting Storm Warnings.

As mentioned in the Annual Report of the Chamber last year, in the early part of 1924 the Government decided to purchase a six k.w. valve transmitter. This set has now arrived in the Colony and is being installed at D'Aguilar. It will enable communication to be effected at ranges exceeding 1,000 miles, with ships having gear capable of replying, and should effect considerable improvement in enabling broadcasting of Storm Warnings to all ships at this greater distance.

The practice will be for the weather reports that are transmitted at routine times on 600 metres to be repeated on 1,800 metres with the valve transmitter. In addition to transmitting weather reports, an arrangement is being made for "Notices to Mariners" to follow on directly. By this means it is hoped to establish a custom for the Mercantile Marine to listen-in at these routine hours for these important transmissions. It is likely that Admiralty warnings will also be included in this programme.

A continuous service has been maintained throughout the year, in addition to dealing with the whole of the "ship to shore" traffic, including the reception of meteorological reports from ships and the transmission of weather warnings. For the greater part of the year D'Aguilar has been the only means of communication with Canton and Swatow. Chiefly owing to this interport traffic the work of the station has increased as indicated in the following table:—

#### Wireless Messages.

	Forwarded.	Received.
1922	2,964	7,865
1923	3,469	8,066
1924	11,242	12,473

The following is an analysis of the messages handled during three months of 1924:—

	June	July	August.
Ships paid messages .....	625	569	621
Observatory messages (weather reports)	271	731	730
Interport messages (Canton, K. C. Wan and Swatow) .....	967	945	1,145
Navigation warnings .....	4	11	13
Service A (enquiries in connection with traffic) .....	253	212	256
Total .....	2,120	2,468	2,765

Whilst undoubtedly it has been of assistance to the commercial community for this interport traffic to be handled by D'Aguilar, the fact remains that it has tended to overload that station and thereby impair the "ship to shore" services. There have been during the year several justifiable complaints from ships as to the time they have had to wait to get a message accepted by D'Aguilar. A proposition was therefore submitted by the Electrical Engineer during the year that an additional station containing a  $1\frac{1}{2}$  k.w. continuous wave telegraph-telephone transmitter should be erected. This proposal was approved by the Government and the necessary apparatus is being obtained from England. When this station is brought into use it will take over the Canton and Swatow traffic and may, in addition to this, serve as a broadcasting station for items of public interest

such as typhoon warnings, etc., or for the transmission of entertainment programmes, when these are available.

#### Wireless Station at the Observatory.

In the meantime it has been possible, since the arrival of the valve set, to liberate a small emergency spark set which has been temporarily erected at the Observatory and has been relieving D'Aguilar of the Canton, Swatow and Kwong Chow Wan traffic since the middle of January, 1925. The station is connected by land line to the G.P.O., the procedure being to telegraph messages across the Harbour to the Observatory and transmit them from there by wireless. Already ships are availing themselves of the better facilities thus afforded, and the communication of weather reports and "ship to shore" traffic is already showing a marked increase.

In addition to the foregoing the Government have authorised the installation of an emergency wireless set at the Post Office and at Waglan Lighthouse, the reason being that an alternative means of communication was considered necessary in the case of breakdown of the submarine cables running to these stations, which are busily engaged in notifying the passing or approach of vessels to the harbour. As may be known, a considerable and ever-increasing traffic is being done with semaphore messages from ships to these lighthouses, this forming a most useful service for the shipping offices which thus get early notice of the arrival of vessels.

At the Post Office an additional room has now been obtained from which all messages for transmission or reception are passed. The room is now in charge of a European telegraphist and the staff of operators has been increased so that more rapid handling of the traffic may be expected. In addition to the radio counter established in the Post Office, a counter has been provided for the reception of wireless messages when the main hall of the Post Office is closed, thus extending the hours of reception to 10 p.m. on week-days. The question of all night opening of the Office is under consideration. At present night traffic is not large, the number of messages handled varying between 9 and 0 and numbering 33 in a test period of ten days. As a 24 hour shift is observed by the wireless operators it is a comparatively small matter to arrange for all-night reception of messages, and the Chamber has requested that arrangements be made accordingly.

**Long-Distance Communication.**

Further consideration has been given by the Committee of the Chamber to the question of long-distance wireless communication, a subject bristling with difficulty and made more complicated on account of the rapid development constantly taking place in wireless science. The Colonial Government is keenly alive to the great importance of this aspect of wireless telegraphy and has been in frequent communication with the Secretary of State on the subject. A decision as to policy during the present year may be looked for with some degree of confidence. All interested in wireless are eagerly awaiting the result of the working of the new short wave station that is being installed by the Marconi Co. for the British Post Office in England. The enormous reduction in the capital cost effected by the short wave system, in conjunction with the marked increase in efficiency that is anticipated, is sufficient justification for awaiting the results obtained by this Station before embarking upon large expenditure.

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## WIRELESS TELEGRAPHY.

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Much consideration has been given during 1924 to the question of wireless communication. It was noted in the Chairman's address at the last annual meeting that Cape D'Aguilar was then communicating with Canton, Kwong Chow Wan and Swatow, but the effectiveness of this service is seriously reduced by various hindrances such as slowness of delivery at the other end, and the fact that messages can only be received during the hours that the Post Office in Hongkong is open. This latter fact often causes considerable delays at the end of the week and your Committee has suggested to the Government that, in view of the extent of "ship to shore" traffic, arrangements should be made whereby messages can be received and delivered in Hongkong, at least, at any time during the twenty-four hours.

Early in the year the Government forwarded to the Chamber an interesting memorandum by Mr. L. H. King, the Government Electrical Engineer in charge of wireless, on some local and general considerations concerning wireless telegraphy. Under date 29th January, 1924, Mr. King emphasized the exceptional difficulties of wireless in Hongkong on account of "atmospherics" which are very prevalent practically all round the world at this latitude from April until September. Another difficulty is jamming by ships of war and by other stations. Mr. King continued:—

A point that appears to need defining are the various classes of stations, as it is evident that confusion exists in many minds. Stations may be classed briefly under the following heads:—

- (1) Coast Stations.
- (2) Inland Stations.
- (3) Medium Power Stations.
- (4) High Power Stations.

By these terms are meant:—

(1) Coast Station—A station which is primarily designed for communication with ships at sea, and is represented in this Colony by D'Aguilar.

(2) Inland Station—A station whose primary function is to communicate with other land stations; these stations are designed with ranges of from 30 miles to 500. It is an inland type that is required to cover communications to Canton, etc.

(3) Medium Power Station—A station built to work with another intermediate station, or to act as a feeder station to a High Power Station and usually given a certain 1000/2000 miles range. This station is represented in this Colony by Stonecutters. Such a station would range Manila, Shanghai and Singapore for commercial traffic.

(4) High Power Station—A Station primarily built for direct communication between distant Colonies and their home Governments. This type, for successful working, requires a large amount of preliminary arrangement, as the initial outlay is so heavy that ample traffic must come to hand, and it must have a station equal to itself in power, organisation, and standing, to work with at the opposite end of route.

Stations of the first, second and third types have grown up all over the world, and their usefulness is appreciated and recognised by the authorities dealing with arrangement of the high power chain, and it may be taken that local traffic will be collected by stations of the first and second type, despatched by the third type, working intermediate stations, and by the fourth type for direct communication with the home country.

In criticising the Wireless Telegraphic arrangements of the Colony, certain conditions which apply to radio-communication generally are sometimes overlooked. For example, it has been freely stated that D'Aguiar cannot work a ship at 400 miles, the blame being thrown on the Government or the staff of the station when the real cause was that the power of the Ship station was not equal to that of D'Aguiar, the range of a Coast Station being the range of its plant when working with a station of equal power.

In further notes, Mr. King wrote that where landline and cable facilities to neighbouring trade centres are insufficient an inland station and a medium power station should be considered, but the difficulty is obtaining co-operation with the authorities at the other end of the route.

#### Automatic Anti-Piracy Transmitter.

At this time also the Government forwarded for the consideration of the Chamber copies of a statement supplied by the Marconi International Communication Co., with regard to an anti-wireless piracy transmitter which the Captain Superintendent of Police, the Harbour Master and the Electrical Engineer agreed might prove of considerable value as a protection against piracy. It was

suggested by the Government that the Shipping Companies mainly interested might acquire a number of sets for experimental purposes in the first instance, and that, if experience proved the value of the apparatus as a protection against piracy, its provision might later be made compulsory.

It may be undesirable to publish a full description of the apparatus, but, stated briefly, it is contained in a bullet proof steel case and will operate itself as soon as a button is pressed, continuing to operate for a considerable period. The Chamber suggested to the Government that a set should be purchased for experimental purposes. This has now been done and the apparatus is being tested under ordinary working conditions on a local steamer.

#### Compulsory Wireless on Ships.

On the 7th June the Government wrote to the Chamber, again raising the question of compulsory installations on British ships on the China Coast, which has occupied the attention of the Chamber from time to time since the year 1921. The Government requested the views of the Chamber on the suggestion that steps should now be taken for the introduction for some scheme on the lines of the Merchant Shipping (Wireless Telegraphy) Act 1919, modified to suit the special circumstances of the China Coast. Enclosures to this letter were copy of a letter from the Foreign Office, forwarded by the Secretary of State for the Colonies, referring to a recommendation made by a Naval Court at Shanghai which enquired into the loss of the S.S. "Mylie," that the fitting of wireless telegraph installations to sea-going British ships registered at Shanghai should be made compulsory. The Secretary of State added that as simultaneous legislative action at Shanghai and Hongkong was suggested he requested the Colonial Government to consider the matter in consultation with His Majesty's Minister at Peking.

In referring this matter to the Chamber, the Colonial Government enclosed a Minute of a conference held at Shanghai on the 24th April, 1924, at which were present:—Sir Skinner Turner, Judge of His Majesty's Supreme Court for China; Mr. J. H. Kemp, K.C., Attorney General, Hongkong; Mr. S. Barton, His Majesty's Consul-General and Registrar of Shipping, Shanghai; Mr. W. G. Sheppard, of Messrs. Jardine, Matheson and Company, Limited and Mr. T. H. R. Shaw, of Messrs. Butterfield and Swire.

Messrs. Sheppard and Shaw stated that the Indo-China Steam Navigation Company and the China Navigation Company were

already preparing to install wireless on their coastal steamers plying on routes where large numbers of passengers were carried and had established at Hongkong a school for training Chinese-British subjects as operators. Reference was made to the correspondence which has passed between the Harbour Master and the Hongkong Chamber of Commerce in 1921 on the subject of the adoption at Hongkong of the Merchant Shipping (Wireless Telegraphy) Act 1919 and Messrs. Sheppard and Shaw stated that in regard to coasting vessels running out of Shanghai and other China ports their views were in agreement with those expressed by the Hongkong Chamber.\*

They objected to the adoption of the provisions of the 1919 Act for the following reasons:—

- (1) The classification of ships on the basis on the nature of the voyage for the purpose of determining the type of apparatus and number of operators to be carried was not suited to the peculiar conditions prevailing on the China Coast.
- (2) The expense involved in the employment of white operators would be prohibitive and the introduction of such men would be demoralizing to the crews, as it would be impossible to find sufficient work for the operators to do.
- (3) The ships to be affected by the legislation are running solely in Asiatic waters and in competition with Asiatic-owned shipping.

They therefore considered the modifications in the home procedure suggested by the Hongkong Harbour Master and Chamber of Commerce as essential in the event of any application of the 1919 Act to British shipping on the China Coast and in particular they urged representations by the British Government in favour of corresponding legislation by the Governments of Japan and China, in order to minimize the penalizing of British ships in their competition with the vessels of these countries, and also the removal of the restriction regarding the British nationality of the Asiatic operators to be employed.

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\*In a letter to the Government dated 7th September, 1921, the Chamber urged that the proposed legislation should not penalise British shipping; *i.e.*, should not be so onerous as to cause foreign shipping to avoid Hongkong, or to place British shipping at a disadvantage compared with foreign vessels entering the Port; also that the employment of Asiatic operators and watchers should be permitted even though the Asiatics might not be British subjects.



The last point is of importance in the case of ships running out of Shanghai as Southern Chinese will not work with the Northern crews and a second school for operators will be necessary at Shanghai where Chinese of British nationality are not obtainable as students.

Attention was also drawn to the fact that the shore stations on Chinese territory were few in number and of doubtful efficiency.

The question of the type of apparatus which might be held adequate under local conditions was not discussed as no technical information was available.

In replying to the Government under date 10th July, 1924, the Chamber again stated its views, and pointed out that some considerable time must still elapse before trained operators, the product of the School established by Messrs. Butterfield & Swire and Messrs. Jardine, Matheson & Co., Ltd., with the co-operation of the Government, would be available in adequate numbers to operate on vessels to which legislation would apply. The Committee, therefore, hoped that legislation might be deferred until matters were further advanced and there was international agreement upon this subject.

#### **Extension of Wireless.**

Your Committee has also had under consideration the question of interference by wireless operators of various nationalities transmitting in an irregular manner; also wireless in connection with weather reports, to which allusion is made under the heading of "Typhoon Warnings," and is at present considering the directions in which wireless communication could be usefully extended, *e.g.* locally, within a five hundred mile radius of Hongkong; between Hongkong and places like Singapore, Shanghai and Manila, and high power long distance communication with, for example, Australia, Aden and so on. The importance of bringing a part of this importance fully up-to-date from a wireless point of view is fully realised, and your Committee is rendering the Government every assistance in its power in arriving at a solution of the many intricate problems involved—a solution rendered the more difficult of accomplishment by the fact that conditions are continually changing because of the rapid scientific development of wireless telegraphy. The fact that a wireless station is only effective provided there is a station of equal power and efficiency at the other end has also an important bearing as far as China is concerned.

## BRITISH COMPANIES WITH CHINESE NAMES.

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At page 267 of the appendix to the last Annual Report, it was noted that the Chamber offered no objection to a Draft Ordinance amending the Companies Ordinance.

The measure was later passed into law and published in the "Gazette" on the 21st December. It contained the following sub-section:—

2. Sub-section (2) of section 64 of the Companies Ordinance, 1911, as enacted by section 8 of the Companies Ordinance, 1921, is repealed and the following sub-section is substituted therefor:—

(2) Every limited company which uses a transliteration or translation of its name in Chinese characters shall append thereto the Chinese characters 有限公司 and, if a China company, shall also prefix to the said transliteration or translation the Chinese characters 英商

Prior to the amendment the sub-section read as follows:—

"Every limited company which has a Chinese name or uses a Chinese equivalent shall append thereto the Chinese characters 有限公司, and every China Company which has a Chinese name or uses a Chinese equivalent shall prefix thereto the Chinese characters 英商 and shall append thereto the Chinese characters 有限公司."

The Amendment was criticised by the British Authorities in China. They pointed out that the effect of the former sub-section was to require every China company, when trading under its Chinese name, to make clear the fact that it was British and also that it possessed limited liability, and to require every Hongkong China company, in the same circumstances, to disclose its limitation of liability, and they took the view that there could be no question as to the desirability, if not necessity, of these two requirements.

These requirements, they added, would be rendered practically ineffective by the new Ordinance, which required the use of these characters only when the Chinese name used was a "transliteration or translation" of the English name. As there are very few China companies whose Chinese name is "a transliteration or translation" of the English name, the result of the new Ordinance would be that the great majority of China companies would be exempted from disclosing their nationality or their limited liability when trading under their Chinese names. Moreover, as a transliteration of an

English name in itself makes obvious to a that the company in question is, at all events exactly in the cases where it is least necessary would require the Chinese characters to be

buoyant  
subject to  
geographical  
limits  
of the  
country

They also invited attention to the Conference of British Chambers of Commerce which reads as follows:—

“That this Conference considers it desirable that legislation be enacted whereby the word “British” or other word or words of similar import be required to be used after the names of all British companies carrying on business in China present or future.”

These criticisms led to the submission to the Chamber of the following suggested amendment proposed in place of sub-section 2 of Section 64 of Ordinance No. 58 of 1911:—

(2) “Every limited company—

(a) which exhibits outside its registered office or outside or inside any office or place in which its business is carried on, or

(b) which uses on its seal, or

(c) which uses in any notice, advertisement or other official publication of the company, or in any bill of exchange, promissory note, endorsement, cheque, or order for money or goods purporting to be signed by or on behalf of the company, or in any bill of parcels, invoice, receipt or letter of credit of the company, or in any trade catalogue, show card or business letter,—

any name of or for the company in Chinese characters, whether such name be a transliteration or translation of its name in the memorandum or not, shall append to such name in Chinese characters so used the Chinese characters “有限公司” (Limited Company) and, if a China company, shall also prefix thereto the Chinese characters “英商” (British Merchants).”

After prolonged consideration of the subject, the Chamber advised the Government that, in its opinion, the proposed further amendment was undesirable and should not be proceeded with.

As the result of subsequent negotiations a bill is now in draft, (and has been submitted to your Committee) which proposes that Section 64 (2) of the Companies Ordinance, 1911, be repealed and the following substituted therefor:—

English name in itself makes obvious to a Chinese reader the fact that the company in question is, at all events, a foreign one, it is exactly in the cases where it is least necessary that the Ordinance would require the Chinese characters to be prefixed and appended.

They also invited attention to the resolution adopted by the Conference of British Chambers of Commerce in November, 1921, which reads as follows:—

“That this Conference considers it desirable that legislation be enacted whereby the word “British” or other word or words of similar import be required to be used after the names of all British companies carrying on business in China present or future.”

These criticisms led to the submission to the Chamber of the following suggested amendment proposed in place of sub-section 2 of Section 64 of Ordinance No. 58 of 1911:—

(2) “Every limited company—

(a) which exhibits outside its registered office or outside or inside any office or place in which its business is carried on, or

(b) which uses on its seal, or

(c) which uses in any notice, advertisement or other official publication of the company, or in any bill of exchange, promissory note, endorsement, cheque, or order for money or goods purporting to be signed by or on behalf of the company, or in any bill of parcels, invoice, receipt or letter of credit of the company, or in any trade catalogue, show card or business letter,—

any name of or for the company in Chinese characters, whether such name be a transliteration or translation of its name in the memorandum or not, shall append to such name in Chinese characters so used the Chinese characters “有限公司” (Limited Company) and, if a China company, shall also prefix thereto the Chinese characters “英商” (British Merchants).”

After prolonged consideration of the subject, the Chamber advised the Government that, in its opinion, the proposed further amendment was undesirable and should not be proceeded with.

As the result of subsequent negotiations a bill is now in draft, (and has been submitted to your Committee) which proposes that Section 64 (2) of the Companies Ordinance, 1911, be repealed and the following substituted therefor:—

(2) Every limited company (other than a company licensed to be registered without the addition of the word "Limited" to its name)—

- (a) which exhibits outside or inside its registered office or outside or inside any office or place in which its business is carried on, or
- (b) which uses on its seal, or
- (c) which uses in any notice, advertisement or other official publication of the company, or in any contract, deed, bill of exchange, promissory note, indorsement, cheque, or order for money or goods purporting to be signed by or on behalf of the company, or in any bill of parcels, invoice, receipt or letter of credit of the company, or in any trade catalogue, trade circular, show card or business letter,—

any name of or for the company in Chinese characters, whether such name be a transliteration or translation of its name in the memorandum or not, shall append to such name so used in Chinese characters 有限公司 and, if a China company, shall also prefix thereto the Chinese characters 英商:

Provided that it shall be lawful for the Governor in the case of any company other than a China company, and for the Minister in the case of any China company, by licence to direct that such company shall be exempted, wholly or in part, from the requirements of this sub-section, and to revoke any such licence.

In the "Objects and Reasons," the Attorney-General mentions the proposed consolidating China Order-in-Council and adds that this Bill will not be passed until the Order-in-Council has come into operation. He adds:—"The new sub-section to be enacted by clause 6 of the bill will specify clearly the cases in which the Chinese characters for "Limited," and (in the case of China companies) "British company," must be used. Before the amendment made by section 2 of Ordinance No. 33 of 1923 the law on this subject was ambiguous and it may be that it was too wide and laid an unreasonable burden on companies using Chinese names. On the other hand, the new sub-section introduced in 1923 has proved on examination to be too narrow and to produce inconsistent results. The proviso will give power to exempt companies with old and well known hong names, which are able to show that they would otherwise be adversely affected. In the case of companies of this kind there is no danger of misunderstanding as to the company's status and the requirements of the section are therefore unnecessary in such a case."

The Government was informed, on 18th February, 1925, that the Chamber offers no objection to the proposed measure.

## THE RESCUE TUG.

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Several meetings were held during the year of the Expert Committee which, as stated in the last Annual Report, was appointed to consider the design of the proposed rescue tug intended to operate in the Harbour during the typhoon weather and to carry out lighthouse reliefs—also to be capable of making the round trips to the Pratas if it is arranged to co-operate with the Chinese authorities by using the vessel as relief ship to the proposed meteorological and wireless station on the Pratas Shoal. The members of the Committee were: Mr. R. Sutherland, O.B.E., (Chairman) Mr. R. M. Dyer, Mr. J. Reid, Captain Thomas Arthur, Captain W. Davison and Mr. Walter Lang, who were assisted by Lieut.-Commander Conway Hake, R.N.R., Mr. W. O. Lambert and Mr. L. H. King. An expression of thanks for the valuable services rendered by the Committee has been received from the Government. A brief description of the Rescue Tug may conveniently be placed on record here: Everything—machinery, hull, fittings and workmanship—is first-class, of the best quality and in accordance with Lloyd's and the Board of Trade's highest specifications—indeed cables and anchors are in excess of Lloyd's requirements. The dimensions of the vessel are: Length, 130 ft.; breadth, 30 ft.; depth, 15 ft. 6 ins.; propelling machinery: inverted, direct-acting, surface-condensing, triple expansion engines, driving a single screw developing 1,200 i.h.p. on trial. The vessel is to burn oil fuel only, under the pressure system.

Her wireless equipment will consist of a standard  $\frac{1}{2}$  K.W. quenched spark set, for communication with other vessels at sea, and a 100 watt wireless telephone for direct communication with the Harbour Office, which is being fitted for wireless telephone transmission and reception. The tug's range for wireless telegraphy will be 300 miles, and for wireless telephony, 50 miles.

In the design, space below the main deck, lighted by a skylight, is reserved for first aid purposes, being fitted with eight folding iron beds, also tables and seats, medicine chest, water supply, lavatory accommodation, etc. The skylight is so contrived that an opening is afforded large enough to lower stretchers down. The general accommodation provided by the vessel consists of a mess room and five comfortable cabins forward, the crew being quartered aft. One of the five cabins referred to is subdivided to contain the wireless apparatus and operator's cabin. Two masts are fitted, in order to enable an aerial of sufficient length to be carried. The vessel will have two boats: One will be 24 ft., in length; the other will be a motor life-boat with Thorneycroft motor of 24-30 h.p., built to comply with all Board of Trade requirements and fitted with

buoyancy tanks. Boat falls are fitted with patent disengaging gear. A Clarke-Chapman steam direct-acting windlass with large quick-warping ends is fitted. The vessel has a searchlight, a clear-view screen, and a line-throwing gun. Oil may be pumped overboard to assist in allaying rough seas when necessary.

In order that the tug may be available as an additional fire floating appliance on occasion, a Merryweather patent double cylinder stationary vertical "Greenwich Gem" steam fire pump is fitted, capable of discharging 600 to 800 gallons of water per minute at a pressure of 125lbs. to the square inch at the stop valve. The couplings are interchangeable with all the fire floats in the harbour. There is a cast-iron distribution box with four gun-metal outlets for hoses, each controlled by a separate valve. The swivelling monitor with sluice valve has three nozzles suitable for throwing a large stream of water. The vessel can carry 104 tons of fresh water and 70 tons of oil fuel which gives a steaming radius of 10 days, at economical speeds and under favourable conditions. Completion is expected toward the end of 1925.

## THE TELEPHONE QUESTION.

The Chairman mentioned at the last annual meeting of the Chamber that local financial interests were negotiating with the China and Japan Telephone & Electric Co., Ltd., and the results of the negotiations were made public as this volume goes to press. A provisional agreement has been signed by Sir George Gibb, on behalf of the Telephone Company, and Mr. J. H. Taggart, acting at the request of the Hon. Sir Paul Chater, C.M.G., providing that the business of the existing company be taken over as a going concern by a local company, as from 1st July, 1925, on the following terms:—

Subject to the report of the Hongkong Government's representative being satisfactory to those proposing to form a local company, the value of the plant be taken as .....	\$1,155,000
Plus net additions made during the six months from the 1st January 1925 to the 30th June, 1925 .....	_____
Land and Buildings .....	491,335
Stores in hand and in transit at the 30th June 1925 at a valuation to be agreed upon .....	_____

the resultant figure being settled by the issue of One hundred and forty thousand Ordinary Shares of \$10 each, credited as fully paid up, and the balance of the purchase consideration being paid in cash.

The new company not to take over the profits, cash balances, debtors, creditors, debentures, or any of the liabilities of the existing company.

Sir George Gibb signed the provisional agreement subject to the approval of the present Company's Directorate and shareholders and Mr. Taggart subject to the consent of the promoters of the Hongkong Company. The terms set forth above were recently submitted at a special meeting of the Chamber and of the Telephone Committee, 1922, when it was stated that the promoters of the new company proposed to submit to the Government an application for a telephone franchise covering a period of fifty years and providing a minimum net return to the company of 8 per cent. per annum. The promoters had had a minimum return of 9 per cent. in view, but as the Government considered that 8 per cent. was a more reasonable figure they had been quite willing to adjust their views accordingly. It was proposed that the new franchise should sanction rates which it is estimated will prove sufficient to ensure such minimum return to the company after payment of expenses, depreciation, reserve, etc., on a reasonable basis, and in this connection (if the new company is duly formed and commences operations for the second half of this year), the rate per Exchange Line will probably be \$108 from the 1st July, 1925, instead of £10 per annum (approximately \$84), as at present. In estimating the rate necessary to be charged to ensure satisfactory working of the new company, it was found that approximately \$108 per Exchange Line should provide an economical return, and, as a matter of fact, the rate of \$108 per annum is that recommended by the Telephone Sub-Committee, 1922, for the year 1924, so that in being charged the rate of \$108, the public will have had the benefit of the £10 rate for eighteen months longer than was anticipated three years ago. Should the rates sanctioned result in a return to the new company of more than the minimum of 8 per cent. per annum, but not more than 12 per cent. the benefit will accrue to the company, but any excess of profit above 12 per cent. is to be divided as to half to the company, and half to be applied (in some manner to be agreed upon) for the benefit of subscribers. The Company's maximum nett divisible return, however, is to be 15 per cent. per annum. It is reasonably expected that the rate of \$108 will remain in force for some time, and it would be the intention of the new company to exercise every effort in an endeavour to improve the service without calling upon the subscribers for a material increase in rates.

After careful consideration and discussion as to the condition of the distribution system, which it had been reported by the Government's Technical Adviser did not in some cases show an adequate insulation resistance, the following resolution was unanimously approved:—

“That, subject to further inspection of the cables and conduits to the satisfaction of the Government and to the insertion in the terms of franchise of clauses to safeguard subscribers, the Committee approves the terms for transfer of the present Telephone Company's undertaking to a local Company as set forth in the correspondence between Sir George Gibb and Mr. Taggart.”



# Hongkong General Chamber of Commerce.

## Income and Expenditure Account for the year ended 31st December, 1924.

	General Account.	Chinese Language School.		General Account.	Chinese Language School.
RENTS—Office & Telephones .....	\$ 3,540.69	\$1,200.00	MEMBERS' SUBSCRIPTIONS .....	\$34,350.00	
SECRETARIAL EXPENSES .....	24,000.00		CHINESE LANGUAGE SCHOOL:—		
EUROPEAN DIRECTOR .....		1,800.00	Students' Fees—January .....	\$300.00	
CHINESE LECTURERS .....		1,200.00	do. February .....	390.00	
SERVANTS' WAGES .....	1,009.80	144.00	do. March .....	460.00	
AUDIT FEE .....	100.00		do. April .....	480.00	
MARKET REPORT—(Cost of Publication).....	820.85		do. May .....	320.00	
ANNUAL REPORT—Estimated Cost .....	750.00		do. June .....	300.00	
INTEREST ON OVERDRAFT .....		24.30	do. September.....	100.00	
FEES TO SURVEYORS .....	12,050.38		do. October .....	300.00	
ANALYSIS FEES .....	290.00		do. November .....	320.00	
BOOKS AND NEWSPAPERS .....	225.51		do. December .....	300.00	
PRINTING, ADVERTISING AND STATIONERY .....	1,026.64	116.54			\$3,270.00
POSTAGES AND PETTIES .....	915.17	66.86	MARKET REPORT SALES .....	1,103.76	
BRITISH EMPIRE EXHIBITION EXPENSES .....	117.15		SURVEY FEES COLLECTED .....	14,247.38	
TELEGRAMS PAID LESS RECOVERED .....	32.04		ANNUAL REPORT SALES .....	13.00	
MARKET REPORT—Old Debts written off .....	43.58		INTEREST ACCOUNT:—		
SUBSCRIPTION—BRITISH IMPERIAL COUNCIL OF COMMERCE .....	17.82		Hongkong Club Debenture .....	560.00	
DEPRECIATION ON SAFE, FURNITURE ETC., .....	300.00		Fixed Deposits.....	1,125.78	
	\$45,239.63		Current Account .....	95.67	
EXTRAORDINARY EXPENDITURE:—				1,781.45	
Yunnanese Scholarships .....	1,927.00		CHINESE LANGUAGE SCHOOL:—		
Hewitt Memorial Scholarship.....	600.00		Balance—Excess of Expenditure over Income		1,281.70
	2,527.00				
	\$47,766.63				
BALANCE: Surplus of Income over Expenditure	3,728.96				
	\$51,495.59	\$4,551.70		\$51,495.59	\$4,551.70

## BALANCE SHEET AT 31st DECEMBER, 1924.

LIABILITIES.	\$	\$	ASSETS.	\$	\$
SUNDRY CREDITORS:—			GENERAL FUNDS:—		
Printers' Account and Audit Fee .....		850.00	Hongkong Club 8% Debentures .....	7,000.00	
GENERAL RESERVE ACCOUNT:—			Hongkong and Shanghai Bank F/Ds .....	25,500.00	32,500.00
As at 31st December, 1923 .....	36,375.47		SUNDRY DEBTORS:—		
Less Extra Cost of Annual Report and Stationery .....	562.80		Shroff's Imprest .....	100.00	
	35,812.67		Office Boy's Imprest .....	50.00	
Add Surplus as per Income & Expenditure Account for year to date .....	3,728.96	39,541.63	Market Report Subscriptions .....	82.07	
		40,391.63	Members Subscriptions.....	200.00	
CHINESE LANGUAGE SCHOOL:—			Association of Exporters and Dealers .....	304.42	736.49
Loan from Chamber of Commerce per contra	2,303.50		ACCRUED INTEREST:—		
Overdraft on Bank Account .....	1,281.70	3,585.20	On Debentures .....	140.00	
			On Fixed Deposits .....	783.84	923.84
			CHINESE LANGUAGE SCHOOL:—Loan per contra.....		2,303.50
			FURNITURE & FIXTURES:—Per last Account .....	1,500.00	
			Less Depreciation .....	300.00	
				1,200.00	
			Additions, 1924.....	1,484.00	2,684.00
			STATIONERY STOCK:—		50.00
			CASH:—Hongkong & Shanghai Banking Corpn: .....		1,193.80
					40,391.63
			CHINESE LANGUAGE SCHOOL:—		
			Deficiency as per last Account .....	2,003.50	
			Deficiency for year to date .....	1,281.70	
				3,285.20	
			Furniture as per last Account.....	300.00	3,585.20
					\$ 43,976.83
		\$43,976.83			

LOWE, BINGHAM & MATTHEWS,  
Treasurers.

We beg to report that we audited the above Balance Sheet with the Books Accounts and Vouchers of the Chamber and that, in our opinion, such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Chamber's affairs as at 31st December, 1924, according to the best of our information and the explanations given to us and as shown by the Books of the Chamber.

We have obtained all the information and explanations we have required.

LINSTEAD & DAVIS,  
Chartered Accountants.  
Auditors.

Hongkong, 11th March, 1925.

## FINANCES OF THE CHAMBER.

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An accession of members has increased the income from subscriptions by \$1,500 as compared with the previous year. The item "Survey Fees collected" was considerably larger in 1924, being \$14,247.38, as compared with \$8,127.14 in 1923. The sum of \$12,050.38 was paid to surveyors, leaving a balance, representing Chamber's fees, of \$2,197. There have been additions to Furniture and Fixtures to the value of \$1,484. This sum represents the installation of a steel filing cabinet for the Chamber's archives and a duplicating machine, which has increased office efficiency and effected a considerable saving in cost of printing.

A balance of \$3,728.96 has been carried to General Reserve Account which now stands at \$39,541.63.

The Chamber's investment account is now \$32,500, fixed deposits having been increased during the year by \$2,000. It is proposed to invest part of these deposits in a more permanent investment when opportunity occurs.

The Language School has been somewhat better attended during the past twelve months, with the result that the deficiency of \$2,003.50 in 1923 has been increased by \$1,281.70 only. Your Committee considers it highly desirable to maintain the School, even though it be at a loss to general funds.

The Income and Expenditure Account and Balance Sheet are set forth on the next page.

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REPORT OF THE BRITISH EMPIRE EXHIBITION  
JOINT CHAMBERS OF COMMERCE  
COMMITTEE.

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ARRANGEMENTS FOR 1925.

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In 1922 and 1923 the burden of preparation for Hongkong's participation in the British Empire Exhibition fell perhaps fairly evenly upon the London Committee and the Hongkong Committee, but in 1924, with the opening of the Exhibition, the "centre of gravity" shifted to London and the giants' task was shouldered by the London workers. Most ably they acquitted themselves for, from the first, the Hongkong section was a principal attraction amongst all competing displays, and interest never flagged throughout. The main lines, described in the last issue of this volume, were adhered to; that is to say, shops selling local wares and run by local enterprise sold between them nearly \$500,000 worth of goods, and the restaurant, serving Chinese food at prices suited to all classes, also well repaid the promoters. Sir Robert Ho Tung's exhibit of sericulture and silk-weaving was perhaps the most important feature of the Section from an educational point of view, and the exhibit of South China Produce was thoroughly appreciated by business callers.

Nevertheless, experience at Wembley clearly indicated that Hongkong, as a non-producing Colony, an entrepot on one of the world's great trade routes and the storehouse of South China, entirely dependent for its degree of prosperity or adversity upon conditions in the vast country on whose borders she stands, can derive slight benefit for herself from participation in a great Empire demonstration of this kind. Imperial considerations, however, are all important, and the co-operation of every part of the British Empire was essential to realisation of the project, essentially an Empire advertisement to the rest of the world, rather than to the component parts of the British Commonwealth. Serious gaps in the ranks in 1925 would be most regrettable.

On Imperial grounds, therefore, the Joint Chambers of Commerce Committee, after careful consideration at three special meetings—the third held after the return to the Colony of the Hon. Mr. E. R. Hallifax, C.M.G., the Hongkong Commissioner at the Exhibition, who carefully reviewed the experience gained in 1924, and the considerations involved in continuance—unanimously decided to forward to the Government a recommendation in the following terms:—

- (1) That Hongkong should participate in the Exhibition in 1925, not in the hope of immediate benefit to the Colony, but on Imperial grounds.
- (2) That the Government be asked to make a grant of \$200,000 for working expenses, with a further \$100,000 for the financing of stock, which would be recoverable by sales, any profit being available to reduce the working expenses.

Continued participation was also strongly recommended by the London Committee, subject to the granting of certain conditions deemed essential to the success of the Section. The Hongkong Government decided to adopt the course recommended by the Joint Committee, and negotiations by cable followed, as the result of which the desired concessions were granted and continuance of the Hongkong Section was authorised at the end of January, 1925,—none too soon for the work that required to be done. With the exception of exhibits like those provided by the Dock Companies, the Section is to be conducted in 1925 entirely on Government account, the staff to be employed direct, on salary, and the main lines of the 1924 Exhibition to be preserved. In stocking the shops the experience of last year is available as a guide to the most saleable articles, so it is expected that the working capital provided by the Government will be turned over two or three times, yielding in the process a profit which will substantially reduce general expenses.

The Committee received with pleasure, on the 2nd February, 1925, a letter conveying the thanks of His Excellency the Governor for the onerous work done in superintending the arrangements thus far. Suitable acknowledgments were conveyed to His Excellency and at the same time the Committee notified

compliance with the request that they would continue to function during 1925. The following are the members of the Committee:—

Hon. Mr. P. H. Holyoak (Chairman),  
 Hon. Mr. E. R. Hallifax, C.M.G.,  
 Hon. Mr. Chow Shou Son,  
 Sir Robert Ho Tung,  
 Hon. Mr. H. W. Bird,  
 Hon. Mr. R. H. Kotewall,  
 Mr. R. M. Dyer,  
 Mr. O. Eager,  
 Capt. A. Maclay,  
 Mr. T. N. Chau,  
 Mr. W. Ironside,  
 Mr. J. Fleming,  
 Secretary: Mr. M. F. Key.

The Committee, for its part, desires to place on record its keen appreciation of the enthusiastic and untiring efforts of the London Committee, especially of the Hon. Secretary, Mr. C. H. P. Hay; the unflagging interest of its Chairman, the Hon. Mr. P. H. Holyoak, whose skilful conduct of the Chair has materially lightened the labours of all; the Hon. Mr. E. R. Hallifax who will ultimately have devoted a substantial portion of four years—1922, 1923, 1924 and 1925—to the Exhibition scheme. Special acknowledgment is due to the Hon. Mr. H. W. Bird, who designed the Hongkong Section and has placed his special skill at the disposal of both Committees—in London and in Hongkong—continuously since 1922; also to Mr. R. M. Dyer, not the least of whose services was the release for the purposes of the Exhibition of Mr. George Duncan, a skilled and energetic organiser whose efforts contributed in no small degree to the efficient working of the Hongkong Section. Thanks are also due to both Dock Companies for their magnificent models, all of which—especially “Hongkong by Night”—attracted great attention and much favourable comment.

M. F. KEY,  
 Secretary,

British Empire Exhibition Joint  
 Chambers of Commerce Committee.

15th February, 1925.

## TRADE OF HONGKONG DURING 1924.

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The year opened encouragingly and for the first three months trade with South China was bright. A number of piratical outrages, however, followed by political troubles in Canton and the Shameen Strike brought trade during the last part of the year to stagnation. Hongkong's exports to South China for the first quarter of 1924 showed an increase of over a million pounds sterling over the first quarter of 1923, but a decrease of over a million pounds took place for the second quarter, and in the third quarter there was a further decrease of half a million pounds.

The total imports for the first quarter were £19,309,155, as compared with £14,720,568 for the first quarter of 1923. Total exports were £18,333,543, as against £13,856,224 in 1923. The two represent a 30% trade increase for 1924. In the second quarter a decline occurred as compared with the previous three months. Total imports were £17,083,244, as compared with £15,154,336 in 1923. Total exports were £15,237,564, against £16,282,655 in 1923. A slight revival occurred, however, in the third quarter when the total imports were £20,094,135 (1923—£15,114,449) and total exports were £16,241,848 (1923—£15,850,342).

The outstanding items of the 1924 trade as regards market transactions were flour and kerosene. The import of flour for nine months was more than double that of the same period of the previous year (1924—£2,064,132; 1923—£1,021,184). Most of it was re-exported. This was mainly due to two reasons: (1) the failure of the wheat crop in North China and, (2) China's increasing liking for bread and biscuits. Kerosene showed a slump which is not easy to explain. In the first nine months of 1923 Hongkong imported £1,875,615 and in the same period in 1924 the figure dropped to £1,139,173.

### Metals.

Importers of and dealers in metals have experienced a most unsatisfactory year. The continuance of political strife in the neighbouring Province hampered business, and the metal trade was exceptionally dull for eight months of the year. The demand from the interior was poor so that large stocks in Hongkong godowns had to be reduced at heavy sacrifices.

Towards the end of the year a fairly large stock of mild steel bars, angles and joists remained on hand. Dealers were earlier paying \$4.45 per picul for these, but at the close of the year business was reported as low as \$3.90 to \$4.00.

Early in 1924 large quantities of wire nails were imported in the hope of a heavy demand from Japan as a result of the earthquake. This hope did not materialise and losses at the rate of \$2 per picul have been reported. The Home market is now firmer and should this continue better prices may be expected for stocks at present in godowns.

The demand for scrap and plate cuttings has been smaller than usual and supplies from Home have been more difficult to obtain. In January the price was £8.5.0. per ton and in December, £6.14.0. The local price per picul earlier was \$4.80, but towards the end of the year it dropped to \$3.90.

The market for black lead and quicksilver was good and prices showed an upward tendency. Blacklead rose from \$14 per picul to \$19.50, and the quicksilver price showed an increment of as much as \$33.

Stocks in the interior are now said to be low and a good demand is anticipated during 1925.

#### Silk.

The outstanding features to be noted regarding the Canton Silk trade in 1924, were an increase by more than double in European consumption coupled with a marked falling off in demand from the American market. Production was far in excess of demand and the unsettled state of affairs in Canton helped to keep the market weak. The Shameen strike, particularly, paralysed business just at the time when the market showed signs of an improvement. The falling off in demand from America is said to be a consequence of the poor quality of Canton silk exported to U. S. A. in 1923.

The year opened with large quantities of 1923 stock on hand and what little demand there was from American and European markets was checked by dealers advancing their prices. Desultory business was carried out during February, principally with Lyons, America showing no interest whatever. Prices declined by as much as \$450 per picul during the first three months of the year and dealers were faced with the prospect of further losses, owing to the fact that New Silk would be available in large quantities by the end of April. The trade in new silk when it came, was small, dealers preferring to sell old stock before dealing in the new. By the end of June the American price fell from \$1,890 at the beginning of the year to \$1,080. Shortly after this, prices firmed up by about \$50 all round and the market showed signs of activity, something like 1,200 bales being settled for America in a week. Small business was also being done at the same time with Lyons. The price continued to rise until dealers asked advances which eventually spoiled the trade.

Then followed the Shameen Strike and matters were at a standstill for five weeks, the market eventually reopening on 19th August. The price was then on the decline and little business was transacted until the middle of September. Prices gradually declined till well into November, when the American market became interested and prices began to rise. Business with Lyons at this time was quiet. American activity continued for a couple of weeks but then ceased. At the end of the year there was a fairly heavy stock to carry over for disposal before the new Season.

The following are the highest prices of various grades of Canton silk in January and December, 1924:—

	Jan.	Dec.
Extra 13/15 .....	\$2,200	\$1,530
Petit Extra 13/15 .....	2,000	1,400
Best 1 13/15 .....	1,850	1,280
Best 1 14/16 R.R. ....	1,880	1,360
Best 1 20/22 R.R. ....	1,810	1,270

Total crops for the year, as compared with the previous year, were as follows:—

	Total Bales
1924/1925 .....	54,000
1923/1924 .....	64,000

#### Kerosene.

The total consumption of kerosene was about the same as that of the previous year, the trade being confined principally to the three organised distributing Companies. In March prices were advanced approximately 50 cents per case, thereafter remaining steady during the year. Chinese importers, towards the close of the year, became interested in the American kerosene market and a quantity of American oil was imported.

#### Motor Spirit.

The trade in motor spirit has been confined mostly to the Colony of Hongkong, where consumption has been steadily increasing, owing to the growing numbers of private cars, motor-buses, taxis and lorries. To this development, however, there must be a limit, and substantial growth of trade awaits road construction in the interior.

#### Liquid Fuel.

Sales of liquid fuel continue to increase, in keeping with the growing number of vessels now using liquid fuel. In South China, Hongkong is the only port where liquid fuel is used in any considerable quantities for bunkering purposes. At Canton and



other outports the developing trade in liquid fuel for small Chinese passenger vessels has been checked owing to the dangers of piracy on the inland water-ways of South China. The commandeering of launches by the military factions has also done much to spoil this trade.

#### Paraffin Wax.

The year under review has seen no considerable change in the paraffin wax trade. As in previous years paraffin wax imported from foreign ports has had to meet with severe competition from vegetable and animal waxes and fats produced by the natives, groundnut and tea oils being the most important. The insect wax from the Province of Szechuen is also a strong competitor.

#### Paraffin Wax Candles.

The same remarks apply to this imported product which also meets serious competition from the local factories at Amoy, Foochow and Shanghai, where candles are made of foreign wax, and labour costs are low. The year has shown no improvement on the previous year's trade.

#### Lubricating Oils.

Hongkong is the principal consumer in South China, lubricating oil being used principally in local factories, ocean going ships, and motor vehicles. During the year there was a slight increase in the total imports of lubricants. Road development and an increase of motor car traffic will benefit this trade.

#### Rice.

A slump occurred in the rice trade, owing to the almost continual strife in the neighbouring province of Kwangtung, where business was disorganised and stagnant. The prosperity of the Hongkong rice market depends largely on the demands from outports and when trade at these ports is at a standstill the result is keenly felt locally.

The usual system is that payment must be made to consignors of goods within 16 days after their arrival in Hongkong. This arrangement has hit many Chinese firms in Hongkong severely, because the credit system is used excessively in local dealings. The result has been that many shipments of rice intended for the neighbouring province have been held up for considerable periods, moreover the depreciated Chinese money made business more difficult.

Those who have dealt in Siam rice have experienced a very bad year's trade and many dealers in this rice are said to have

suffered considerable loss, due to fluctuation of prices and keen competition. The market for Haiphong rice has shown a firm tone throughout the year and dealers in this class of rice have had a fairly good year. The rice from French Indo-China did not sell here in the same large volumes as during past years.

#### Raw Sugar.

The outstanding feature of the raw sugar market in 1924 has been the steady fall in prices; especially from February to the end of the year. By December prices had decreased some 40 per cent. This was chiefly due to the beet sugar production showing an enormous increase of approximately 2,000,000 tons over that of the previous year. Comparative figures of the world's sugar supply for 1923 and 1924 show the estimated supply from European beets for 1924 to be over 2,000,000 tons in excess of that for the previous year, the principal increases occurring in Russia, Czecho-Slovakia and Italy. Cane sugar also showed an increase of nearly 400,000 tons. This decline in prices—some 40 per cent.—should mean an increased consumption, thereby offsetting the large surplus of sugar now becoming available in the world's markets.

The total imports of sugar from foreign ports to Hongkong for 1924 were approximately 290,000 tons and the approximate stocks (all grades) in Hongkong on Dec. 31st were 46,800 tons.

The average monthly prices of Java raw sugars in Hongkong during 1924, were as follows:—

	White. Per picul.	Browns. Per picul.
January .....	\$15.00	\$14.60
February .....	15.90	14.85
March .....	14.30	14.00
April .....	13.20	12.50
May .....	13.00	12.80
June .....	12.00	11.80
July .....	11.70	11.00
August .....	11.60	11.00
September .....	10.65	10.35
October .....	10.35	10.10
November .....	10.00	9.75
December .....	9.60	9.30

#### Gunny Bags.

The demand for gunny bags throughout the world has been exceedingly heavy during the year; consequently prices closely approximated the high values reached just after the War. The year's jute crop was forecasted lower and dealers bought in on a much heavier scale in comparison with recent years. A considerable improvement in the rupee exchange influenced, to a certain extent,

the local price of gunnies. Local prices have been maintained and even advanced during the year, despite the disturbed conditions of China. The price of the 43 × 29 × 2" Green striped gunny bag advanced during the year from about 56 rupees, and touched as high as 83 rupees.

#### Cement.

Cement has been in fair demand throughout the year, but the importation of large shipments of the product from Europe forced local prices down to a very low level. During the Summer there was a slight falling off in demand for local cement, but later months found the local product to be once more in brisk demand.

#### Cotton.

The cotton trade in Hongkong is practically negligible, a few hundred bales of cotton being imported yearly, to find their way into the interior for padding purposes. India used to be the chief source of supply, but, Chinese cotton being cheaper, there is now little or no demand for the Indian product.

#### Yarn.

During the year under review, there has been a most marked depression in the Hongkong Yarn Market. The demand for Indian yarn has been declining each year and 1924 has shown a further heavy falling off in the Indian article. This is mainly due to the increasing output of cheap Chinese yarn and partly to the increasing demand for the Japanese product. The estimated total clearances in Hongkong of Indian yarn for 1924 were 38,000 bales as against 71,000 in 1923: or about half the trade of the previous year.

The year's trade opened with a good demand, but unfortunately this lasted for a few weeks only, when the market became stagnant, and for the rest of the year dealers' "immediate requirements" comprised the greater part of the business put through.

The unsettled state of China and the cheapness of Shanghai yarn were the principal factors with which Indian Yarn had to contend. The time does not seem far off when the Shanghai staple will entirely replace the Indian product. What Shanghai is unable to place on the market for the present is being supplied to this Port by the Indian Mills. This, and the demand from Yunnan, (the only province that is importing Indian yarn in any quantity), are the only factors in maintaining the trade. The disturbed condition of Canton and South China has very seriously affected the entire yarn market and the prospects for the future are not bright.

#### Woodoil.

The demand for this commodity from Europe as well as from the United States of America, was considerably weaker

during 1924 than in the previous year, with the result that the total export of this article to European and American ports amounted to about three-fifths of the total shipped in 1923.

The export of wood oil in the first three quarters of 1924 amounted roughly to: 10,800 piculs to Europe and 15,000 piculs to U. S. A.; against about 16,000 piculs to Europe and 34,000 piculs to U. S. A. in the same period of 1923.

The diminished demand brought much lower prices throughout 1924. In the early months, business was done against prices which varied between \$36 and \$38 per picul, after which they dropped to \$27 per picul in May, a figure which has been maintained with slight fluctuation throughout the year.

#### Soy.

Prices during the whole year have been about \$23 per cask of 5.10 piculs, with slight fluctuation.

#### Galangal.

Small business reported.

#### Unpeeled Groundnuts.

Practically no business reported. Cost prices are too high here, as compared with the North of China.

#### China Tin.

The volume of business in China Tin in Hongkong during the year 1924 was smaller than in the previous year, although the average price ruled higher than in 1923. The total exports amounted to 124,953 piculs as compared with 144,352 piculs in the previous year. The local price rose from HK.\$119 per picul in the beginning of January till it reached in the middle of March HK.\$147 which was the highest point in the year; it then declined and stood at HK.\$102—the lowest point in the year—in the end of May, and when the year closed, the price was HK.\$134 per picul.

The Exports—in slabs—during the year were as follows:—

To The United Kingdom .....	3,780	piculs
„ North China .....	24,116	„
„ Middle China .....	18,983	„
„ South China .....	1,460	„
„ United States of America ..	52,795	„
„ Japan .....	22,933	„
„ France .....	420	„
„ Indo-China .....	417	„
„ Dutch East Indies .....	3	„
„ Siam .....	28	„
„ Philippine Islands .....	18	„

Total ..... 124,953 „

### Piece Goods.

During the first few weeks of the year the market ruled quiet but steady, and continued so until China New Year, thereafter showing signs of buoyancy. Clearances of seasonable fancy cargo took place freely and continued throughout the first half of the year, so that the period shows an improvement both in respect of quantity and margins on that done through the first half of 1923—this despite continued unsatisfactory political conditions and depreciated currencies in consuming centres.

Trading conditions during the latter half of the year were notable only for repeated dislocations due to political disturbances in the adjoining Provinces. Unsatisfactory though conditions have been, they have not been bad enough to stop trade entirely, and it is a matter for surprise that Hongkong dealers have been able to market as much of their commitments as they have done. Autumn season trade was at the outset adversely affected by the imposition of Likin by the Canton authorities in September, in consequence of which a good deal of cargo was returned to the Colony. No sooner had conditions begun to mend than the market was again paralysed by the General Strike and the burning of considerable portions of the city in October. Offtake naturally could not keep pace with the arrivals and, as a consequence, unless the unexpected happens during the next two months, large carry over in certain descriptions is inevitable.

Conditions have similarly militated against satisfactory profits to Native Traders here, since, in view of the political outlook, they naturally took advantage of every opportunity to reduce their commitments, at times regardless of price.

Profits realized by dealers are said to be exceedingly small and most shops have done little better than to cover expenses. It is, however, satisfactory to be able to record that no failure of importance occurred at China New Year.

Reference must be made to increasing competition encountered from Japanese goods, which in certain sections have completely ousted Lancashire productions from the market.

Business in woollens has been over-done and the carry over is appreciable. Certain lines have moved well, thanks to a brisk Coast Port trade. Business has been restricted in Union and Wool Shirtings and Botanies, and still less business in this section may be expected in 1925. Venetians, and Italians (formerly the staple article of trade in fancy cotton piece goods) was a much diminished turnover, due partly to increased woollen business but principally to high prices, and the country folk buying cheaper productions and other fancy cloths obtainable from Japan. In Greys, diminishing turnover is due to Japanese competition more than to any other cause. The position as regards White Shirtings improved considerably during the year. Although the aggregate business done is still negligible

compared with the period 1915/1920, a decided tendency is manifest among upcountry buyers to revert to the British article, which not only dyes better but is more durable and consequently cheaper in the long run than Japanese Grey and White Jeans which, during the last few years have proved such severe competitors.

Extensive forward business took place in Brocades in the early part of the year, encouraged by the fact that goods were moving freely into consumption at rates highly remunerative to the dealers. Subsequent stagnation has resulted in a heavy carry over.

Conditions for the future as to prices and local conditions in respect of all Cotton and Woollen Textiles suggest that a cautious policy will be advisable in 1925.

#### **Tobacco.**

There was a decided increase in the cigarette trade during 1924, but trade in raw tobacco showed a slight decrease, which might be stated as one of the reasons for the increase in manufactured cigarettes. Throughout the whole of South China tobacco consumption was larger, a strong tendency being observable on the part of Chinese smokers to buy higher-priced cigarettes. Among the principal consumers were Chinese soldiers.

Despite the solidarity of the manufactured cigarette industry the imposition of local taxation by the Authorities, in the form of stamps attached to the packets, handicapped still more rapid development of the trade. Foreign tobacco firms at Amoy, Foochow, and other places protested strongly against illegal taxation, by means of stamps, on the ground that, having once paid import duty into China, cigarettes are free from further taxation under Treaty rights. During the last few months of the year smuggling into Hongkong was very prevalent but, thanks to the efforts of the Imports and Exports Department, much of this has been checked.

#### **Woollens.**

The import of woollen goods into China is developing rapidly, so that the trade has become one of first importance. Since 1920 the value of the imports into China has quadrupled. The demand is principally for thin or light woollens which are replacing the silk garments hitherto worn by the Chinese. The cost of the latter was steadily increasing, and this, coupled with the fact that woollens are cheaper, last longer and can be made quite attractive by the use of artificial silk stripes and designs, has influenced the Chinese in deciding permanently to adopt woollens. It is satisfactory to note that two-thirds of the imports come from Great Britain. The local market has been adversely affected by continuance of political strife in South China and scarcity, combined with high prices of the raw material. The volume of trade has been, in consequence, about half

that of the previous year. Japanese greys and whites have been much in demand during the year. Given normal political conditions in South China, trade prospects are good.

#### Flour.

The year opened with large stocks and slow movements to the neighbouring Ports. This was accentuated during the Summer on account of the trouble in the Provinces of Kwangtung and Kwangsi. However, during August and September exports once more became fairly normal, and, with smaller imports, the Colony's stocks were brought down from  $1\frac{1}{2}$  million to  $\frac{1}{2}$  million Bags. In the Autumn there was a sharp rise in the world wheat market and orders were rapidly placed by local merchants. Flour from North China did not appear in South China to any extent on account of the political disturbances in the Northern Provinces. During the year the greater portion of the imports were from the Pacific Coast and Canada. Approximately only about 10% of the imports were from Australia and this perhaps is due to the lack of steamer space on the vessels in this trade as compared with the extensive service from the Pacific Coast to Hongkong.

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## TRADE STATISTICS FOR 1923-1924.

In spite of exceedingly adverse political conditions in China during 1924 there was again an increase in the total trade of the Colony, Imports and Exports representing a value of £135,800,000, as compared with £123,000,000 in 1923. Total Imports were worth £72,155,478, an increase over 1923 of £10,200,000, and Exports, at £63,000,000 in round figures, showed an increase of £2,302,463 over the figure for 1923. These facts indicate a considerable accumulation of uncleared goods in Hongkong warehouses, and suggest the wisdom of a policy of cautious buying during ensuing months.

It is noteworthy that there has been some diversion of cargoes from Canton, due, no doubt, to the unceasing political unrest in the city. Cargo to the value of approximately £2,000,000 has been sent by junk, from Hongkong, direct to districts formerly supplied from Canton.

The totals of import and export under the several headings for 1924 not being available at the time this volume goes to press, the following statistics of the principal articles of import and export, and other items which, though not the largest, are of general interest, are based on the totals for the last quarter of 1923 and the first three quarters of 1924.

*Note*:—Japan includes Korea and Formosa.

### IMPORT.

### EXPORT.

#### Aniline Dyes.

Value .....	£435,641	Value .....	£182,165
Principally from:—		Principally to:—	
Germany .....	310,986	North China .....	15,746
Holland .....	107,952	Middle China .....	32,073
North China .....	8,410	South China .....	99,846

#### Cigarettes.

Value .....	£610,174	Value .....	£1,214,395
Principally from:—		Principally to:—	
United Kingdom ....	327,563	S.S. & F.M.S. ....	234,425
U.S.A. ....	90,842	North China .....	12,774
North China .....	179,754	Middle China .....	82,337
		South China .....	383,715
		N'lands. E. Indies ..	222,018
		Siam .....	232,155

#### Coal.

Value .....	£1,583,361	Value .....	£248,436
Principally from:—		Principally to:—	
North China .....	360,594	South China .....	18,787
Japan, etc. ....	934,997	S. China by Junk ...	220,467
French Indo-China .	187,669		
N'land E. Indies ...	54,853		



*IMPORT.**EXPORT.***Cuttle Fish.**

Value .....	£771,944	Value .....	£55,488
Principally from:		Principally to:—	
North China .....	30,521	South China .....	32,746
Japan, etc. ....	736,740	S. China by Junk ....	6,692
		U.S.A. ....	5,266

**Fish and Fishery Products.**

Value .....	£1,317,565	Value .....	£2,010,127
Principally from:		Principally to:—	
S.S. & F.M.S. ....	32,062	South China .....	1,143,430
Canada .....	183,033	S. China by Junk ...	273,531
India .....	52,960	Middle China .....	201,307
North China .....	76,177	U.S.A. ....	67,814
French Indo-China .	347,749	North China .....	63,157
Japan, etc. ....	324,850		
Siam .....	142,439		
U.S.A. ....	97,507		
British N. Borneo ..	25,679		

**Flour (Wheat).**

Value .....	£2,707,254	Value .....	£1,805,848
Principally from:		Principally to:—	
Australia .....	187,281	Middle China .....	501,929
Canada .....	463,888	South China .....	852,289
U.S.A. ....	2,021,636	French Indo-China ..	223,855
		Siam .....	91,930

**Fuel Oil.**

Value .....	£646,056	Value .....	£82,612
Principally from:		Principally to:—	
U.S.A. ....	378,345	S. China by Junk ....	49,755
N'lands. E. Indies ...	243,312	Japan, etc. ....	15,420
		Middle China .....	6,561

**Ginseng.**

Value .....	£863,386	Value .....	£125,770
Principally from:—		Principally to:—	
North China .....	294,532	S. China by Junk ....	30,931
U. S. A. ....	515,475	Middle China .....	31,988
Japan, etc. ....	53,280	North China .....	24,035

**Gunny Bags.**

Value .....	£377,190	Value .....	£593,200
Principally from:—		Principally to:—	
India .....	348,731	North China .....	421,684
S.S. & F.M.S. ....	5,924	French Indo-China ..	114,761
		Philippine Islands ...	39,149

*IMPORT.**EXPORT.***Kerosene.**

Value .....	£1,430,038	Value .....	£1,797,002
Principally from:—		Principally to:—	
Netherlands Indies .	540,569	South China .....	342,866
U.S.A. ....	777,153	S. China by Junk ...	1,022,069
Foreign Countries		Japan, etc. ....	135,354
Miscellaneous ...	104,752	Middle China .....	126,654

**Leather (Sole).**

Value .....	£569,718	Value .....	£612,059
Principally from:—		Principally to:—	
Australia .....	157,049	North China .....	351,092
S.S. & F.M.S. ....	239,172	South China .....	83,475
French Indo-China ..	67,807	S. China by Junk ...	131,561
Siam .....	43,002		

**Manures (Chemical & Mineral).**

Value .....	£280,750	Value .....	£286,402
Principally from:—		Principally to:—	
United Kingdom ....	168,900	South China .....	133,784
U.S.A. ....	57,963	Middle China .....	118,793
Japan, etc. ....	29,587		

**Matches.**

Value .....	£318,160	Value .....	£419,475
Principally from:—		Principally to:—	
Japan, etc. ....	289,346	Siam .....	207,498
Sweden .....	19,528	South China .....	121,775
		S.S. & F.M.S. ....	29,483
		P. I. ....	18,268

**Milk (Condensed).**

Value .....	£286,192	Value .....	£168,753
Principally from:—		Principally to:—	
U.S.A. ....	154,279	South China .....	88,009
Norway .....	31,255	Middle China .....	52,029
Australia .....	27,561		
Holland .....	30,795		

**Peanuts.**

Value .....	£455,528	Value .....	£330,373
Principally from:—		Principally to:—	
North China .....	450,811	South China .....	172,345
		S. China by Junk ...	46,313
		French Indo-China ..	22,731
		Australia .....	17,449

**Peanut Oil.**

Value .....	£774,247	Value .....	£555,986
Principally from:—		Principally to:—	
North China .....	765,726	South China .....	204,020
		S.S. & F.M.S. ....	159,003
		U.S.A. ....	48,758

**IMPORT.****EXPORT.****Rattans.**

Value .....	£186,400	Value .....	£381,058
Principally from:—		Principally to:—	
S.S. & F.M.S. ....	95,728	Japan, etc. ....	131,504
N'lands E. Indies ....	53,504	North China .....	72,606
French Indo-China ..	23,696	S. China by Junk ....	54,058
		U.S.A. ....	102,481

**Rice, (Meal).**

Value .....	£1,135,357	Value .....	£1,082,688
Principally from:—		Principally to:—	
French Indo-China .	560,770	South China .....	64,744
Siam .....	463,748	S. China by Junk ...	978,388
Burmah .....	100,186		

**Rice, (Broken).**

Value .....	£3,512,118	Value .....	£2,680,467
Principally from:—		Principally to:—	
Siam .....	2,836,264	South China .....	904,388
Burmah .....	197,233	S. China by Junk ..	760,872
French Indo-China .	476,255	Japan, etc. ....	776,693

**Rice, (Cargo).**

Value .....	£767,086	Value .....	£513,084
Principally from:—		Principally to:—	
French Indo-China ..	589,712	South China .....	301,391
Siam .....	120,639	S. China by Junk ....	86,746

**Rice, (White).**

Value .....	£7,957,925	Value .....	£6,803,940
Principally from:—		Principally to:—	
French Indo-China .	3,830,779	South China .....	3,212,730
Siam .....	2,049,210	S. China by Junk ..	1,291,683
Burmah .....	532,703	South America ....	403,109
		U. S. A. ....	1,500,906

**Rice in husk (Padi).**

Value .....	£919,594	Value .....	£908,859
Principally from:—		Principally to:—	
French Indo-China ..	849,657	South China .....	217,789
S.S. & F.M.S. ....	69,500	S. China by Junk ....	658,407

**Shirtings (White) 40/43 yds.**

Value .....	£426,026	Value .....	£509,050
Principally from:—		Principally to:—	
United Kingdom ....	364,642	North China .....	12,173
North China .....	25,113	Middle China .....	155,669
Japan, etc. ....	27,477	South China .....	304,671
Holland .....	8,095	Siam .....	9,754
		Philippine Islands ...	12,306

**IMPORT.****EXPORT.****Silk Piece Goods.**

Value .....	£1,159,097
North China .....	1,093,713
Japan, etc. ....	33,561
Siam .....	23,040

Value .....	£932,306
Principally to:—	
India .....	280,613
S.S. & F.M.S. ....	31,621
South China .....	61,097
N'lands E. Indies ...	36,146
French Indo-China ..	239,527
Siam .....	190,200
U. S. A. ....	13,742

**Sugar (Molasses).**

Value .....	£120,690
Principally from:—	
N'lands E. Indies ...	120,484

Value .....	£53,137
Principally to:—	
South China .....	7,944
S. China by Junk ....	43,044

**Sugar, Raw.**

Value .....	£7,585,653
Principally from:—	
N'lands E. Indies ..	6,548,467
F. Indo-China .....	310,604
Philippine Islands ..	477,831

Value .....	£2,365,809
Principally to:—	
North China .....	1,549,379
South China .....	564,112

**Sugar, Refined.**

Value .....	£1,703,875
Principally from:—	
N'lands E. Indies ..	1,634,955

Value .....	£6,185,829
Principally to:—	
North China .....	4,290,149
South China .....	786,386
Middle China .....	427,680
Ceylon .....	94,369

**Suitings and Tweeds.**

Value .....	£681,853
Principally from:—	
United Kingdom ....	561,077
Germany .....	78,006
France .....	15,539

Value .....	£137,856
Principally to:—	
South China .....	103,281
Middle China .....	8,359

**Tin Slabs and Ingots.**

Value .....	£1,708,280
Principally from:—	
F. Indo-China .....	1,509,637
S.S. & F.M.S. ....	195,645

Value .....	£1,589,442
Principally to:—	
Middle China .....	272,337
Japan, etc. ....	288,058
U. S. A. ....	612,235

**Tin Plates.**

Value .....	£493,125
Principally from:—	
United Kingdom ....	258,517
U. S. A. ....	227,444

Value .....	£226,364
Principally to:—	
Middle China .....	76,510
South China .....	70,415
French Indo-China ..	28,030
Japan, etc. ....	33,518

## IMPORT.

## EXPORT.

**Tobacco (Raw).**

Value .....	£475,357	Value .....	£465,169
Principally from:—		Principally to:—	
North China .....	300,933	S.S. & F.M.S. ....	79,975
Burmah .....	61,923	Egypt .....	50,120
Philippine Islands ..	12,564	South China .....	96,239
U. S. A. ....	33,088	South America .....	32,156

**Vermicelli.**

Value .....	£576,996	Value .....	£528,668
Principally from:—		Principally to:—	
North China .....	576,003	South China .....	182,153
		S.S. & F.M.S. ....	66,088
		French Indo-China ..	79,418
		Siam .....	49,103
		N'lands E. Indies ....	40,428

**Woven Fancies, Dyed, Printed and White.**

Value .....	£612,100	Value .....	£170,346
Principally from:—		Principally to:—	
United Kingdom ....	598,498	South China .....	138,436
Japan, etc. ....	5,132	S.S. & F.M.S. ....	10,727

**Yarn (Cotton).**

Value .....	£3,700,811	Value .....	£3,184,737
Principally from:—		Principally to:—	
India .....	958,121	F. Indo-China .....	1,441,071
Japan, etc. ....	2,017,400	South China .....	1,317,880

**Yarn (Woollen).**

Value .....	£125,898	Value .....	£18,815
Principally from:—		Principally to:—	
United Kingdom ....	87,906	South China .....	16,179
Germany .....	29,292	French Indo-China ...	450

**Cement.**

Value .....	£145,331	Value .....	£166,062
Principally from:—		Principally to:—	
French Indo-China ..	37,795	South China .....	92,088
Japan, etc. ....	19,372	S.S. & F.M.S. ....	26,912
North China .....	9,822	North China .....	15,916
Denmark .....	21,865		
Italy .....	12,066		

**Firecrackers.**

Value .....	£154,612	Value .....	£564,864
Principally from:—		Principally to:—	
North China .....	153,248	S.S. & F.M.S. ....	110,884
		India .....	47,973
		N'lands E. Indies ..	127,103
		U.S.A. ....	77,468
		Australia .....	10,645
		Ceylon .....	9,708

**IMPORT.****Fruits, Dried.**

Value .....	£172,970
Principally from:—	
North China .....	98,423
India .....	40,112
French Indo-China ..	23,360

**EXPORT.**

Value .....	£306,720
Principally to:—	
South China .....	96,556
S.S. & F.M.S. ....	58,838
U. S. A. ....	32,637
United Kingdom ....	3,415
Siam .....	9,939

**Hosiery.**

Value .....	£44,988
Principally from:—	
North China .....	23,001
U. S. A. ....	3,490
Japan, etc. ....	2,540

Value .....	£383,505
Principally to:—	
North China .....	141,655
India .....	77,006
South China .....	42,709
Philippine Islands ..	12,119

**Mats.**

Value .....	£10,170
Principally from:—	
S.S. & F.M.S. ....	2,285
North China .....	4,729
N. East Indies .....	1,093

Value .....	£480,398
Principally to:—	
Japan, etc. ....	357,041
North China .....	40,328
Siam .....	11,802

**Paper Ware.**

Value .....	£137,109
Principally from:—	
U. S. A. ....	54,766
Japan, etc. ....	35,442
North China .....	13,742

Value .....	£363,388
Principally to:—	
French Indo-China ..	159,019
S.S. & F.M.S. ....	83,152
U. S. A. ....	8,347

**Tea.**

Value .....	£237,791
Principally from:—	
North China .....	111,899
Japan, etc. ....	81,594
French Indo-China ..	26,335

Value .....	£649,789
Principally to:—	
French Indo-China ..	212,790
South China .....	91,890
U. S. A. ....	53,976
N. East Indies .....	19,834
South America .....	22,235
Siam .....	31,126

**Camphor.**

Value .....	£18,862
Principally from:—	
Germany .....	8,568
Japan, etc. ....	1,834
French Indo-China ...	1,838
North China .....	2,375
British N. Borneo ....	1,751

Value .....	£24,169
Principally to:—	
Siam .....	3,334
India .....	10,867
French Indo-China ...	824
U. S. A. ....	2,187
S.S. & F.M.S. ....	1,099
Burma .....	1,645
Japan, etc. ....	1,733

*IMPORT.**EXPORT.***Wood Oil.**

Value .....	£6,188	Value .....	£297,936
Principally from:—		Principally to:—	
French Indo-China ....	4,290	U. S. A. ....	134,530
		South China .....	31,982
		United Kingdom ....	26,171
		Japan, etc. ....	21,349

**Canes.**

Canes to the value of £45,568 were exported, principally to U. S. A., £24,911; United Kingdom, £13,969 and Sweden, £1,356.

**Cassia (Kwong Sai).**

The value of exports was £53,665; principally to India, £28,925; Japan, Korea and Formosa, £6,050; North China, £2,654; U. S. A., £5,470 and S.S. and F.M.S., £2,082.

**Cassia (Saigon).**

Value .....	£49,574	Value .....	£62,452
Principally from:—		Principally to:—	
French Indo-China ...	49,540	North China .....	13,913
		U. S. A. ....	39,954
		Middle China .....	2,302

**Cassia Oil.**

The value of exports was £124,618; principally to South China, £42,503; U. S. A., £36,897; United Kingdom, £15,460; Japan, Korea and Formosa, £13,442 and France, £9,195.

**Cocoanuts.**

Value .....	£29,049	Value .....	£15,924
Principally from:—		Principally to:—	
S.S. & F.M.S. ....	24,004	South China .....	15,214
British N. Borneo ....	3,651	North China .....	571

**Fans.**

Value .....	£9,622	Value .....	£13,455
Principally from:—		Principally to:—	
French Indo-China ....	8,623	South China .....	5,120
		U. S. A. ....	2,605
		Australia .....	998
		Central America .....	1,584

**Feathers (Duck & Fowl).**

Value .....	£43,393	Value .....	£117,700
Principally from:—		Principally to:—	
French Indo-China ...	16,256	United Kingdom ....	87,449
Japan, etc. ....	12,780	Germany .....	14,214
S.S. & F.M.S. ....	6,671		
North China .....	3,211		

**Gallnuts.**

Gallnuts to the value of £3,074 were exported, chiefly to Japan, £2,549.

*IMPORT.**EXPORT.***Ginger.**

Value .....	£1,111	Value .....	£283,223
Principally from:—		Principally to:—	
French Indo-China ....	420	United Kingdom ....	126,135
United Kingdom .....	149	Australia .....	43,269
Japan, etc. ....	113	U. S. A. ....	33,567
S.S. & F.M.S. ....	341	Holland .....	34,767

**Nuts.**

Value .....	£112,932	Value .....	£79,469
Principally from:—		Principally to:—	
North China .....	82,193	South China .....	50,557
France .....	35,000	S.S. & F.M.S. ....	9,396
		U. S. A. ....	10,312

**Hemp (Manila).**

Value .....	£50,855	Value .....	£368
From:—		Principally to:—	
Philippine Islands ....	50,855	Japan, etc. ....	74
		South China .....	247

**Hides (Horse, Ass and Mules).**

Value .....	£2,294	Value .....	£4,836
From:—		To:—	
French Indo-China ....	2,294	Japan, etc. ....	4,836

**Hides and Skins (Other).**

Value .....	£26,831	Value .....	£23,554
Principally from:—		Principally to:—	
French Indo-China ...	7,505	U. S. A. ....	12,768
Siam .....	5,837	North China .....	1,725
S.S. & F.M.S. ....	11,419	Japan, etc. ....	4,628

**Human Hair.**

Value .....	£8,878	Value .....	£10,959
Principally from:—		Principally to:—	
North China .....	8,691	U. S. A. ....	2,902
		Japan, etc. ....	2,790
		South China .....	737
		France .....	3,191
		Germany .....	954

**Lard.**

Value .....	£51,203	Value .....	£174,355
Principally from:—		Principally to:—	
North China .....	44,485	Philippine Islands ...	106,990
Philippine Islands ....	2,047	S.S. & F.M.S. ....	21,902
Japan, etc. ....	258	Middle China .....	5,417
		Mauritius .....	13,460

**Pepper.**

Value .....	£65,672	Value .....	£68,821
Principally from:—		Principally to:—	
S.S. & F.M.S. ....	37,815	North China .....	48,248
Siam .....	22,995	South China .....	13,864
		Japan, etc. ....	5,815





**Exports from Hongkong to Great Britain from 1913-1924.**

	Silk P. Goods	Waste Silk	Tin	Preser- vus.	Soy	Canes	Mats and Matting	China- w. e. & c.	Gabagal	Cassia	Human Hair	Essential Oil	Bristles	Chinese M'chdie	Feathers	Cumhor	Hemp	Minerals	Sundries	Tea	Fire Crckers	Gall Nuts	Peanuts	Raw Silk
	pkgs	bales	slabs	pkgs	cases	pkgs	rolls	pkgs	boxes	boxes	boxes	boxes	bales	boxes	pkgs	boxes	bales	pkgs	pkgs	pkgs	cases	pkgs	cases	boxes
1913	446	9,441	8,047	65,839	5,864	28,240	30,542	4,499	20	4,730	3,214	777	1,319	4,519	8,957	25	22,560	669	31,972	42,332	11,577	200	9,362	..
1914	223	10,732	9,644	49,396	3,744	26,395	33,582	3,917	268	3,885	1,472	1,551	1,398	1,640	4,869	3,335	70,008	2,470	33,442	5,919	12,863	150	9,478	..
1915	190	10,330	27,992	34,449	4,570	19,956	63,463	1,613	28	37,950	2,071	4,715	4,530	2,344	8,658	665	19,119	14,919	68,062	15,771	1,878	265	62,883	..
1916	83	8,275	22,473	35,684	4,312	6,245	68,180	378	200	36,271	2,434	2,720	5,544	3,520	18,123	6	27,829	5,168	102,488	5,237	..	750	46,974	..
1917	213	5,452	17,420	19,927	1,556	2,829	23,860	..	279	29,905	2,272	6,752	5,330	2,272	7,251	..	5,300	5,441	300,030	39	..	1,235	50,375	3,589
1918	576	5,571	1,549	19,002	4,000	560	6,300	348	400	10,769	1,001	8,445	3,423	3,765	4,500	27	1,014	17,946	857,130	220	..	1,672	500	1,679
1919	235	4,442	2,043	100,095	7,376	16,607	40,183	..	808	104,957	821	8,044	2,081	2,472	15,557	644	43	6,140	419,168	2,942	4,697	15	40,695	..
1920	141	6,648	67,406	20,959	3,576	20,181	32,146	3,546	197	12,563	375	1,621	889	1,883	16,017	2,610	388	44,905	149,293	754	3,287	20	18,394	1,349
1921	127	3,019	34,600	34,551	2,236	11,407	51,082	1,577	..	360	356	5,239	648	2,360	5,190	1,300	6,194	5,154	49,404	30	..	..	34,361	105
1922	140	7,850	15,319	52,527	5,416	17,993	87,596	1,482	..	6,960	366	3,480	705	1,940	16,788	220	6,848	10,638	67,524	272	..	..	7,462	1,185
1923	176	4,579	7,605	53,458	3,929	13,005	75,512	2,641	..	3,652	..	2,797	885	3,261	17,038	66	26,622	13,594	78,868	676	..	..	4,782	1,475
1924	266	11,444	3,500	59,011	3,696	14,475	97,088	2,867	..	11,399	66	1,965	502	7,632	17,838	..	24,667	11,170	47,826	44	1	..	636	..

**Exports from Hongkong to Continent of Europe from 1913-1924.**

	Silk P. Goods	Waste Silk	Preser vus	Canes	Bristles	Mats and Matting	Human Hair	Star Anised	Cassia Licinea and Birds	Broken Cassia	Bamboo	Essential Oil	Tin	Rattan- ware	Tobacco	Feathers	China ware & M'chdie	Crackers	Sundries	Hemp	Tea	Minerals	Coprah	Copper Ingots	Vermillion	Peanuts	Raw Silk		
	pkgs	bales	pkgs	bales	pkgs	rolls	boxes	boxes	boxes	boxes	bales	boxes	alabs	boxes	boxes	pkgs	pkgs	cases	pkgs	bales	pkgs	pkgs	pkgs	pkgs	cases	cases	bales		
1913	542	26,637	10,874	31,375	7,632	119,808	13,896	2,300	94,227	1,700	15,615	6,567	32,575	793	16,043	23,787	7,281	10,204	29,446	22,636	29,446	1,353	16,623	57,784	..	120	24,663	..	
1914	270	9,104	6,183	24,113	4,264	88,102	5,635	2,592	62,616	50	12,619	4,047	23,992	64	10,253	14,307	3,498	2,004	32,813	20,572	817	4,042	51,117	20	20,159	..	20	16,666	..
1915	169	2,018	2,942	3,237	1,173	17,044	1,982	1,235	25,152	..	5,815	3,104	18,043	16	8,370	5,623	114	490	16,051	5,693	746	500	1,666	..	9,680	..	..	..	..
1916	137	11,175	500	365	992	2,232	2,066	2,015	24,678	..	2,508	5,021	4,800	32	2,825	6,427	235	..	33,955	2,320	233	1,924	..	..	2,454	..	..	..	..
1917	125	6,491	..	319	3,977	..	725	425	1,650	..	..	1,709	21,800	..	3,947	519	161	..	50,030	2,931	165	4,026	..	..	12	..	..	..	..
1918	13	..	..	..	..	..	50	40	..	..	..	4,210	..	..	1,769	..	..	..	5,484	56	200	..	..	..	1,226	2,854	..	..	..
1919	237	4,131	7,418	3,945	2,720	42,064	714	650	54,731	425	3,437	1,369	65	106	19,167	4,291	2,766	..	75,886	209	1,413	3,329	..	..	7,137	26,908	..	..	..
1920	240	7,321	3,599	7,080	191	108,730	531	3,078	48,387	350	12,203	2,425	700	1,159	13,533	1,694	4,074	66	76,015	1,851	577	31,657	16	22,272	16,461	..	..	..	..
1921	292	5,932	12,275	6,948	242	93,620	885	2,057	10,467	..	614	3,350	1,500	348	19,843	13,735	2,783	396	16,958	8,786	239	49,603	..	..	35,580	18,626	..	..	..
1922	374	9,280	12,157	9,312	476	193,799	1,984	3,029	76,160	101	3,940	4,138	4,100	185	20,159	12,644	2,679	1,202	15,153	12,099	569	58,993	..	..	27,450	23,477	..	..	..
1923	1,393	5,563	10,335	8,546	1,994	99,991	1,867	2,995	43,648	..	7,939	2,317	2,400	1,380	17,129	4,005	5,285	779	14,458	30,963	618	25,434	1	4	6,145	14,560	..	..	..
1924	530	11,761	172,511	10,887	101	134,555	9,539	2,900	39,438	300	9,490	3,165	1,108	43	16,876	9,034	3,953	633	24,318	25,906	755	13,138	..	..	251	37,523	..	..	..

**Exports from Hongkong to U.S. and Canada via Suez & Panama Canal from 1913-1924.**

	Silk P. Goods	Waste Silk	Human Hair	Essential Oil	Mats and Matting	Preser vus	Chinese M'chdie	China ware, &c.	Rattan and Rattan ware	Cassia	Cassia Oil	Rice	Gunnies	Cones	Sugar	Fans	Fire Crckers	Nut Oil	Kapok	Hemp	Miscella	Tea	Bristles	Tin.	
	pkgs	bales	boxes	cases	rolls	pkgs	pkgs	pkgs	b'dles	cases	cases	bags	bales	pkgs	bags	pkgs	boxes	b'rels	pkgs	pkgs	pkgs	pkgs	pkgs	pkgs	alabs
1913	135	..	1,384	2,215	118,744	2,702	74,240	890	7,445	40,983	..	..	..	2,535	..	49,124	..	..	..	..	..	..	..	..	
1914	..	..	166	2,165	74,112	4,266	72,948	1,245	3,496	36,355	..	..	..	2,983	..	15,025	..	..	..	..	15,952	..	..	..	
1915	..	..	1,187	6,768	17,911	2,078	53,260	845	17,766	30,599	..	..	..	1,078	..	4,651	..	..	..	..	40,307	11	443	23,833	
1916	..	..	1,152	4,970	11,553	2,408	50,745	566	5,362	35,864	..	..	..	1,120	..	7,851	..	..	..	..	13,279	110	611	1,600	
1917	..	..	1,724	5,160	2,757	4,101	37,665	685	3,105	45,274	..	..	..	1,426	..	6	..	..	..	..	36,592	1,075	670	2,000	
1918	..	..	364	975	2,107	6,127	1,670	6,496	379	13,758	18,985	..	..	12,320	..	..	..	..	..	..	300	18,151	..	1,500	
1919	..	..	1,407	2,299	6,881	1,310	6,674	34,391	274	8,299	34,665	..	..	317,843	..	..	..	..	..	..	372	60,781	..	1,000	
1920	..	..	2,666	2,436	9,165	3,799	50,994	4,195	16,338	18,530	..	..	..	321,393	..	..	..	..	..	..	50,675	856	467	55,113	
1921	..	..	15,561	393	3,455	8,614	5,986	132,121	380	6,783	58,949	..	..	610,477	..	..	..	..	..	..	44,976	299	567	12,000	
1922	..	..	2,226	1,670	2,724	10,638	6,758	67,965	1,008	14,058	67,569	..	..	41,044	..	..	..	..	..	..	33,353	355	703	62,986	
1923	..	..	13,581	1,416	2,438	9,014	6,235	71,077	2,004	13,442	32,087	..	..	32,006	..	..	..	..	..	..	39,637	186	820	69,372	
1924	..	..	10,321	913	686	10,272	4,149	90,266	778	11,445	6,906	1,489	..	83,584	..	..	..	..	..	..	50,323	726	920	61,549	

## THE COLONY AND PORT OF HONGKONG.

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That a brief account of Hongkong will be of use to distant readers of this volume is demonstrated by the fact that every mail brings business enquiries—even from Great Britain—indicating lack of knowledge of the Colony, for these communications are variously addressed to: "The British Consul, Hongkong," "The British Embassy, Hongkong," etc. and the place is located by the writers in parts of the world as distant as the Straits Settlements; Tokio, Japan; British North Borneo; the Dutch East Indies and, more excusably, "China." The last description is geographically true but, for correspondents writing from within the British Empire, would render their letters liable to surcharge were it not that an obliging Post Office watches their interests. "Hongkong" is a sufficient postal address.

The Colony consists of the island of that name, situate near the mouth of the Canton River, a tract of the mainland of Kwangtung Province, South China, and a number of neighbouring islands, the whole Colony having an area of about 300 square-miles. It is distant about 40 miles from Macao and 90 from Canton, the principal city of South China, which contains a population of upwards of two million people. Hongkong may fairly be described as the commercial gateway of South China, an area inhabited by over eighty millions of China's dense population.

The following notes regarding the Colony are adapted from the admirable digest published in the Hongkong Section of the "Directory and Chronicle of the Far East."

The harbour of Hongkong is one of the finest and most beautiful in the world, having an area of seventeen square-miles, and with its diversified scenery and varied shipping, it presents an animated and imposing spectacle. The harbour consists of the sheet of water between the island and the mainland, and is enclosed on all sides by lofty hills, formerly destitute of foliage, but now becoming clothed, especially on the island, with young forests, the result of the afforestation scheme of the Government. The city of Victoria is magnificently situated, the houses, many of them large and handsome, rising, tier upon tier, from the water's edge to a height of over five hundred feet on the face of the Peak, while many buildings are visible on the very summits of the hills. Seen from the water at night, when lights twinkle among the trees and houses, the city, spreading along the shore for five miles, affords a sight not readily to be forgotten.

Nor on landing are the favourable impressions of the stranger dissipated or lessened. The city is fairly well built, the roads and streets are for the most part admirably made and kept, and many of the thoroughfares delightfully shaded with well-grown trees. The European business quarter occupies the middle of the city, from Pottinger Street to the Naval Yard, but with the exception of this limited area almost all the lower levels, especially the Western

District, are covered by a dense mass of Chinese shops and tenements. On the mainland new industrial and residential areas are rapidly springing up.

#### Population.

A census taken in April, 1921, showed the total population of the Colony to be 625,166, but the Census Officer estimated that, for various reasons, the normal population was greater than that by 30,000. On the island of Hongkong there were 347,401; on the Kowloon peninsula 123,448; in the New Territories 83,163, and afloat 71,154. Of the boat population, 38,570 were in Victoria harbour. The non-Chinese population, consisted of 32 nationalities, of which the following were the principal in point of numbers:—British, 7,889 (4,706 males and 3,183 females); Portuguese, 2,057; Japanese, 1,585; United States of America, 470; French, 208; Dutch, 104. On account of the influx of well-to-do Chinese from the interior, seeking security for their families and property under the British Flag in the present disturbed condition of their own country, it is generally believed that the total population is now well over one million.

The great distributing mart of the world's trade to and from South China, Indo-China, Siam, the Philippines, with direct shipping connections with Europe, North and South America and Australia, with immense Wharves, Warehouses, Docks and Shipbuilding Yards, headquarters of Banks and Business Houses of first importance, Hongkong's annual turnover in trade—what it sells and what it buys—aggregates close on 150 millions sterling a year.

In shipbuilding, local yards have a world-wide reputation for excellence of workmanship and, with general engineering and repairs, they give employment to over ten thousand workmen. In 1921, Hongkong shipbuilding yards launched a greater number of vessels than the rest of the British Empire, outside the United Kingdom, put together.

The refining of sugar, which is conducted on the most modern lines by two world-famed British enterprises, employs some thousands of workers and bulks largely in the annual trade turnover.

Since the cession of the Colony, the British Navy has played an important part in the history of Hongkong. The well equipped Dockyard (now employing 2,500 hands) is the main storing and repairing base for the China Squadron, which is generally in Hongkong, in force, during the winter months. The Colony is the permanent base for the flotilla of gunboats maintained on the West River (between Hongkong and Canton). Its commercial importance makes the Colony the natural centre from which Far Eastern trade routes may be patrolled, and for several years a fleet including six battle ships was maintained in Hongkong waters.

Hongkong itself produces little, being mainly a great Port and trade clearing house for an immense area of Eastern Asia. It is the centre upon which converges for distribution the merchandise of the rich and densely inhabited territories of South China, and whence radiates a very large proportion of the products of the

Western World destined for Oriental consumers, of whom the neighbouring province of Kwangtung alone has forty millions to provide for. The varied products of the provinces and countries adjacent to Hongkong find their way to the outside world through the well-established business "hongs" of the British Colony.

#### Finances.

The Colonial Budget for the year 1925 proposed to raise a sum of \$25,278,133 for the purposes of the public service. (The value of the dollar during the year had varied from 2s. 3 $\frac{7}{8}$ d. to 2s. 5 $\frac{1}{2}$ d.). Revenue during 1923 exceeded expenditure by just over three million dollars, and the balance of assets over liabilities on the 31st December, 1923, was therefore increased to nearly sixteen million dollars. The expenditure for 1925 is estimated to amount to over \$30,000,000 and, in view of the large balance in hand, the Government have deliberately budgetted for a deficit in the current year on the ground that there is no necessity for maintaining balances, permanently, at a higher figure than five million dollars. As compared with the year before the Great War the totals under the heads of revenue and expenditure have more than doubled.

There are no duties upon Imports or Exports, with the exception of liquors and tobacco. The only charge on shipping is a light due of 2 cents per ton for each call (river steamers: 5/6 cents per ton).

#### Method of Government.

The Government is administered by a Governor, aided by an Executive Council of Six official and three unofficial members. The Legislative Council is presided over by the Governor, and is composed of the Officer Commanding the Troops, the Colonial Secretary, the Attorney-General, the Treasurer, the Secretary of Chinese Affairs, the Director of Public Works, the Captain Superintendent of Police, and six unofficial members, one of whom is elected by the Chamber of Commerce and another by the Justices of the Peace. The remaining four, two of whom are of Chinese race but British nationality, are appointed by the Government.

#### Docks and Shipbuilding Yards.

Excellent dock accommodation and shipbuilding facilities exist in the Colony. The Hongkong and Whampoa Dock Company, Limited, have three extensive establishments—one at Hunghom, Kowloon, one at Tai Kok Tsui, and the third at Aberdeen on the south side of Hongkong Island. The establishments of this Company are fitted with all the best and latest appliances for engineering and carpenters' work, and the largest vessel in H. M. Navy on the China Station has been received into the No. 1 Dock at Hunghom. The docks and slips are of the following dimensions:—

**Hunghom:—**No. 1 (Admiralty) Dock—700 feet in length, 86 feet in breadth at entrance at top and 70 feet at bottom, and 30 feet depth of water over sill at ordinary spring tides.

No. 2 dock—Length on keel blocks, 371 feet; breadth at entrance, 74 feet; depth of water over sill at ordinary spring tides, 18 feet 6 inches.

No. 3 dock—Length on keel blocks, 264 feet; breadth at entrance, 49 feet 3 ins.; depth of water over sill at ordinary spring tides, 14 feet.

Patent Slips: No. 1—Length on keel blocks, 240 feet; breadth at entrance, 60 feet; depth on the blocks, 14 feet.

No. 2—Length on keel blocks, 230 feet; breadth at entrance, 60 feet; depth of water on the blocks at ordinary spring tides, 12 feet.

Tai Kok Tsui—Cosmopolitan Dock—Length on keel blocks, 466 feet; breadth at entrance, 85 feet 6 inches; depth of water over sill at ordinary spring tides, 20 feet.

Aberdeen:—Hope Dock—Length on keel blocks, 430 feet; breadth at entrance, 84 feet; depth of water over sill at ordinary spring tides, 23 feet.

Lamont Dock:—Length on keel blocks, 333 feet; breadth at entrance, 64 feet; depth of water over sill at ordinary spring tides, 16 feet.

The shears at Hunghom are capable of lifting 70 tons, and the depth of the water alongside is 24 feet at low tides. The Dock is capable of turning out steamers 700 feet in length.

Taikoo:—In 1908 docks constructed by the Taikoo Dockyard and Engineering Co., Ltd., at Quarry Bay, just inside Lyemun Pass, were completed. The dock has been built to British Admiralty requirements, and has been designed to permit of further increasing its length should it become necessary at some future time to do so. The dimensions of the dock are:—787 feet extreme length; 750 feet on the blocks; 120 feet wide at coping; 77 feet 6 inches wide at bottom; 88 feet width of entrance at top; 82 feet width of entrance at bottom; 34 feet 6 inches depth over centre of sill at high Spring tides; 31 feet depth over sides of sill at high water Spring tides. A feature of the dock is the caisson, of the box-sliding type, weighing 400 tons and electrically controlled. There are three slipways. No. 1 slipway is 1,030 feet long and 80 feet wide, capable of taking up steamers 325 feet long, drawing 18 feet and having a displacement of 3,000 tons. The other slipways are each 993½ feet long by 60 feet wide, capable of taking steamers 300 feet long, drawing 17 feet, of 2,000 tons displacement.

The building yard is 550 feet long, and 500 feet wide, and has been equipped with a view to the construction of passenger and cargo vessels, turbine steamers, steam yachts, torpedo-destroyers, steam launches, tugs and lighters. The engine shops are most extensive and complete, capable of undertaking the building of all classes of steam engines, including geared turbines. The establishment throughout has been fitted with the latest time-saving appliances procurable. The chief motive power is electricity, generated by gas engines, the gas-producing plant being the largest installed in the Far East. The electric shears situated on the sea wall lift 100 tons at a radius of 70 feet, and waggon and crane roads run the full length from end to end.

Naval Yard:—His Majesty's Naval Yard contains machine sheds and fitting shops on a large scale, and repairs can be effected to the machinery of the British men-of-war with great expedition. A

large extension of the Naval Yard, including an important reclamation on the foreshore, the construction of a large dock, and erection of various workshops was completed in 1908.

#### **Wharves & Godowns.**

Cargo is handled both in midstream and at wharves. In the former case transit by means of lighter or native junk is the rule. Steamers surrounded five deep on either side by native craft are consequently a normal feature of Hongkong Harbour.

The Hongkong & Kowloon Wharf & Godown Company, Limited, owns a water frontage 2,000 feet in length at Kowloon, at which four wharves, each with two berths for ocean-going steamers, are built at right angles to the premises, capable of berthing steamers 650 feet in length with a draught of 31 feet at lowest spring tides. Light railway lines facilitate the transfer of cargo to or from transit godowns or from steamer to steamer at the wharves. The Company maintains a fleet of eight steam tugs and 78 lighters of from 75 to 300 tons capacity; its godowns have a total capacity of about 300,000 measurement tons. There is additional accommodation at West Point, the principal Chinese business quarter. A large staff of Swatow coolies, trained to handle cargo, is employed and housed by the Company, which also maintains an effective force of detectives and watchmen to prevent robberies and pilferage.

Holt's Wharf has a frontage of 1,600 ft. and an area of 108,000 sq. ft. The storage accommodation comprises five, four and two-storey warehouses with a capacity of 25,000 measurement tons. A large fleet of tugs and lighters is also maintained. Both these wharves are connected by special siding with the railway.

With cargo delivered from transit godown, the system is for consignees to obtain an import permit from the Imports and Exports Department and Agents' countersignature to their Bills of Lading, after which the Bills of Lading are stamped off for delivery at the Godown Office, and consignees go to the godowns where their cargo is delivered to them, seven days' free storage (not counting date of arrival) being allowed, after which overtime is charged. Only a portion of a steamer's cargo is taken direct by consignees from transit godowns, the balance usually being transferred to storage godowns under instructions from the consignees, the greater part of the merchandise being held under lien to the various banks. Warrants are issued for such cargo and the merchants issue Delivery Orders as and when required.

#### **Industries.**

The Colony possesses two large sugar refineries, shipbuilding yards (already described), a cement works, a rope works, many Chinese knitting factories, a soap factory, a native paper manufactory, glass-blowing establishments, cigar and cigarette factories of modern type, native factories for the preparation for export of vermilion, soy, baskets and rattan ware, numerous native boat building yards, and granite quarries, etc. A Dairy Farm Company, under European supervision, also controls an extensive ice factory. The Colonial Government owns the British Section of a single line railway to Canton.

## THE UNIVERSITY OF HONGKONG.

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The University of Hongkong, opened in 1912, is a residential University for students of both sexes, the object of which is declared by the incorporating Ordinance to be "the promotion of Arts, Science and Learning, the provision of higher education, the conferring of degrees, the development and formation of the character of students of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China."

### Faculties.

Instruction is provided in the three Faculties of Medicine, Engineering and Arts. In Medicine a five-year course covers the usual pre-medical and medical sciences and leads to the degrees of M.B., B.S., which (with the higher degrees of M.D., M.S.), are recognised by the General Medical Council for registration in Great Britain. Clinical facilities are provided in the Government Civil, and Tung Wah Hospital and are about to be considerably extended in connection with the Rockefeller benefaction.

In Engineering, the purpose of the four years course is to turn out thoroughly qualified theoretical engineers, facilities being provided for specialization in Civil, Mechanical and Electrical engineering.

In Arts (where the course is also a four-year one), one of the original purposes of the Faculty was to train men for the higher grades of the Chinese Civil Service—a purpose which has so far been defeated by the unsettled conditions in China. In this connection, courses are still provided in pure Arts and in the social sciences, which will be capable of wider usefulness whenever conditions become favourable. In the meantime, the Faculty has tended to develop in the direction of the training of teachers and in the Commercial department. In the department of education fifty-nine scholars are maintained by the Hongkong Government, the Peking Central Government and the Governments of the Straits Settlements and Federated Malay States, and the demand for teachers exceeds the present supply. The department of commerce, which was converted into a four-year course in 1921 with the financial assistance of the Hongkong General Chamber of Commerce, aims at providing an adequate, though specialized, training for men who aspire ultimately to take a leading place in the Commercial world.



### Standard of Degrees.

The standard aimed at throughout—and definitely promised to the Canton Government when that Government contributed to the original endowment fund of the University—is that of University degrees in Great Britain, for the guaranteeing of which external examiners are associated with the internal examiners in all annual and final examinations. In the Faculty of Engineering the standard is more specifically that of the University of London, and honours (which are granted in this Faculty alone) are assessed by special examiners chosen from amongst the external examiners in the University of London.

### General Aims.

The general aim of the University may be defined as the provision, in close proximity to China, of the facilities, and especially of the atmosphere, of a residential British University, with such modifications both in the curriculum and in the treatment of the subjects studied as the national and intellectual outlook of the Chinese student may call for. It is intended as the contribution to the intellectual progress of China of a British Colony whose prosperity is drawn from international trade, and, like that trade, it is dependent for success on international co-operation and can only prosper in an atmosphere of mutual understanding.

Numerous scholarships have been instituted for the assistance of poor students. In addition to the educational scholarships already alluded to, scholarships have been founded or are maintained by the Provincial Governments of Kwangtung (Canton), Chihli, Hupeh and Yunnan and the Metropolitan Civil Government of Peking, by the Hongkong General Chamber of Commerce and the Chinese General Chamber of Commerce of Hongkong, by the China Medical Board of Peking, and by numerous firms and individuals in Hongkong and Shanghai. Individual scholars supported by the Governments of Siam and Kedah may also be mentioned.

This almost cosmopolitan spirit is naturally reflected in the composition of the undergraduate body. The main body of students is naturally Chinese, and the bulk of them no less naturally come from Hongkong or Hongkong schools (the students in which are drawn from a very wide area) or from Malaya: but the numbers coming from North, Central and West China are sufficient to suggest that the real bar to even larger numbers is that of expense rather than the sectional differences of which China is at present the victim. Less numerous elements of which mention may be made are Chinese from Australasia and from the Dutch East Indies, with a sprinkling

of students of pure British descent, of Portuguese, of Japanese and of most of the races represented in the Far East.

### Relations with Education in Great Britain.

There is, it is admitted, a certain current of opinion in favour of the education in Great Britain itself of Chinese students who desire to profit by British educational methods—a course in favour of which very striking American precedents can be cited. There is, however, reason to believe that the current of opinion amongst the resident British Community in China is setting definitely in the contrary direction, while American educationalists are feeling anxiety as to the inability of large numbers of returned students to take their place in an ordered Chinese life. As to the anxieties of many parents there can be no doubt. To quote the words used in a recent Memorandum by Sir Frederick Lugard (to whose initiative the institution of the University was largely due):—"Chinese parents complained that their sons by being educated in Europe and America, become denationalized, and on their return were often found to look with contempt on the methods of life and the principles which their fathers held in reverence." The view represented by the Hongkong University is that it is a mistake for a student, at the age at which he first begins to face the serious problems of life, to be entirely separated from the world in which he has grown up and in which his life must be passed. On the other hand, the apparatus of highly specialized learning is too costly for indefinite re-duplication, and nothing but good can come from sending selected students, of character already formed, for advanced study in Europe. For this purpose the University is affiliated both to Oxford and to Cambridge, while the Matriculation Examination of the University is normally accepted in lieu of their own by the authorities of a number of British Universities.

### Government of the University.

While the University is closely connected with the Colonial Government and is able to count on its sympathetic support, it is in no sense a Government institution. All purely academic questions are normally decided by the Senate, on which the teaching staff of the University predominate. The executive authority of the University is the Council, which, under the presidency of His Excellency the Governor and Chancellor, is composed of officers of the University and of high Government officials, together with the Chinese members of the Legislative Council. Questions of larger policy come before the Court, a most representative body which includes the principal benefactors of the University. For financial questions there is a Finance Committee, which includes leading business men in Hongkong and which has a veto on new expenditure. The principal administrative officer of the University is the Vice-Chancellor, a full-time officer who has had both academic and administrative experience elsewhere.

### Guarantees of Efficiency and Economy.

Much educational work at present being carried on in China under the most difficult conditions is deserving at once of sympathy and respect, and in calling attention to certain advantages which the Hongkong University enjoys in comparison with most other educational institutions in China, no disparagement of those institutions is intended. Among those advantages are:—

- (a) situate in a British Colony, it is assured of stable political conditions under which to carry on its work:
- (b) as a British University, attempting to reproduce a British atmosphere, its aim is that all the principal teaching posts should normally be filled by teachers of British University standard:
- (c) the work done is rigidly tested by examination, with the aid of external examiners—a matter of special importance in isolated institutions, where there is a danger of the standard being insensibly lowered.

### Local Examinations.

A service rendered by the University to education in the Far East is the holding of Local Examinations, Senior and Junior, in conjunction with its Matriculation Examination. Such examinations, conducted on the spot, can be more easily adjusted to local conditions than the corresponding examinations of English Universities, and delay in the publication of results is avoided. The examinations, first held in 1913, are therefore playing an increasingly important part in determining the standard of secondary education and in checking the value of the work done by widely scattered schools. They are now taken to the exclusion of all others by the schools of Hongkong and by the British schools at Hankow and Wuchang, and are also held at Shanghai, at Singapore and Penang (for candidates proposing to proceed to the University) and at Semarang, in Java.

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## HONGKONG SHIPPING IN 1924.

[VESSELS ENTERED AND CLEARED.]

Class of Vessels.	1923		1924		Increase		Decrease	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
British Ocean- going,.....}	5,389	11,222,141	5,297	11,844,752	...	622,611	92	...
Foreign Ocean- going,.....}	7,248	14,671,917	7,674	16,030,078	426	1,358,161	...	...
British River Steamers, ...}	6,008	5,698,350	7,120	6,524,661	1,112	826,311	...	...
Foreign River Steamers, ...}	1,891	657,730	2,318	840,347	427	182,617	...	...
Steamships under 60 tons (Foreign Trade),.....}	4,811	142,392	7,831	231,833	3,020	89,441	...	...
Junks, Foreign Trade,.....}	24,553	2,619,003	27,525	3,298,828	2,972	679,825	...	...
Total, Foreign Trade,.....}	49,900	35,011,533	57,765	38,770,499	7,957	3,758,966	92	...
Steam Laun- ches plying in Waters of the Colony,	705,544	17,077,346	678,750	16,622,806	...	...	26,794	454,540
Junks, Local Trade,.....}	*22,778	*1,313,360	†27,977	†1,337,772	5,199	24,412	...	...
Grand Total....	778,222	53,402,239	764,492	56,731,077	13,156	3,783,378	26,886	454,540
					Nett,.....	3,328,838	13,730	...

\* Including 15,134 Conservancy and Dust Boats of 961,910 tons.

† " 15,212 " " " 654,199 "

COMMERCIAL DEVELOPMENT OF THE PORT.

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\*SUMMARY OF REPORT BY THE PORT ENGINEER.

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A Report on "The Commercial Development of the Port of Hongkong," drawn up by Mr. John Duncan, M.INST. C.E., Port Engineer, was laid before the Legislative Council on the 29th December, 1924.

In the preamble of his report, the Port Engineer sets forth the commercial importance of the Colony "due to its unique geographical position and its almost unrivalled steamship communication with the rest of the world," and "its natural harbour of almost unrivalled excellence." Details are then given of development schemes for the harbour proposed prior to April, 1924, and the report proceeds to a consideration of the conditions affecting the provision of wharfage. The Port Engineer expresses the opinion that, in subordinating the consideration of the needs of the Port's present trade to the question of linking up with railways—unlikely in China's unsettled state to be completed for many years to come—the question of port development has been considered from a wrong premise. He emphasizes the fact that there is at present only a single line of railway from Kowloon to Canton; that there is a break of six miles before the single line to Shiuchow (some 125 miles from Canton) begins; and that a length of about 230 miles has yet to be constructed to a point about 50 miles south of Changsha before single line through communication from Canton to North China can be established.

**Probable Extent of Rail Transport.**

Supposing, however, that through railway communication to North China be established, Mr. Duncan deals with the question of the "Economic Divide" for the principal items of transport (apart from perishables and very valuable goods) and this he places in the vicinity of Hengchow (based on one mile of rail haul being equal to four miles of water haul and making due allowance for transshipment at Hankow). He adds, "Trade with Central China *via* the Pacific will, without doubt, be dealt with at Shanghai. Whilst the railway would undoubtedly bring products to Hongkong for shipment to European countries, the question of developments necessary for the trade of the Port as at present carried on, is, in my opinion, of primary importance."

The report gives reasons for believing that there is little likelihood of the importation of coal and ores from the interior of South China by railway. The cargoes will be water-borne.

"Until railway communication with Changsha is established and there are signs of the necessary feeder lines and good roads being

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\*In this Summary, details as to mode of construction of works are omitted, from considerations of space.

A general plan of the Harbour, showing the various schemes, faces page 110.

constructed, I submit there will be no financial justification for Hongkong to embark on works solely on account of the Railway. However, if the shipping interests of the Port advise that wharfage for deep-draughted ocean-going steamers is necessary for the trade as at present carried on and will guarantee a reasonable return on the capital expenditure, then by all means provide the wharfage and let it be designed to provide for future railway communication."

#### Analysis of Hongkong's Trade.

In order to arrive at a sound basis for port development proposals, Mr. Duncan proceeds to an analysis of the trade of Hongkong. Of about 650 articles imported and exported the principal are:—rice, sugar, wheat-flour, tea, nuts, fish and fishery products, Chinese medicines, ginseng, sandalwood, cotton piece goods, silk piece goods, hides, rattans, coal, oils, iron and steel, tin, &c.

The total value of imports of merchandise during 1923 amounted to £61,955,000. As far as it has been possible to ascertain, the mode of transport of this merchandise may be summarised as follows:—

#### *Imports.*

##### *Principally by coaster-steamer.*

Merchandise to the value of		
£25,788,000 = 41.63%	came from	French Indo-China, Netherlands East Indies, Siam, Phillipine Islands, and British North Borneo.
7,841,000 = 12.66%	„	North China.
6,675,000 = 10.77%	„	Japan, Korea and Formosa.
119,000 = 0.19%	„	Middle China.
13,000 = 0.02%	„	South China.
<hr/>		
£40,436,000 = 65.27%	of the Total Value.*	

##### *Principally by ocean-going steamer.*

Merchandise to the value of		
£9,491,000 = 15.32%	came via	Suez.
6,319,000 = 10.20%	„	the Pacific.
4,763,000 = 7.69%	„	from India, Burmah, Straits Settlements, Federated Malay States, Mauritius, and Ceylon.
695,000 = 1.12%	came from	Australia.
251,000 = 0.40%	„	other Countries.
<hr/>		
£21,519,000 = 34.73%	of the Total Value.	

\*The Port Engineer points out in his Report that these figures are incomplete, because the trade returns of the Colony do not include certain items, notably cargo from various Chinese Ports. The unrecorded cargo, however, comes in coasters and small craft, making the preponderance of the smaller carriers even greater than shown above.—SECRETARY, CHAMBER OF COMMERCE.

# TABLE SHOWING THE PRINCIPAL PERIODICAL SAILINGS BY VARIOUS STEAMSHIP LINES HAVING DIRECT COMMUNICATION WITH HONGKONG.

<p><b>AMOY.</b> Twice Weekly by Douglas S.S. Co. Weekly by China Navigation Co. Ten day by British India S. N. Co. Fortnightly by Y. K. K., K. P. M. Every Three weeks by J. C. J. L.</p> <p><b>ATLANTIC COAST PORTS.</b> (Via Panama) Monthly by American Pioneer Line. (see also European &amp; Atlantic Coast Ports)</p> <p><b>AUSTRALIA.</b> (Brisbane, Sydney &amp; Melbourne) Monthly by E. &amp; A., N. Y. K.</p> <p><b>SYDNEY &amp; MELBOURNE.</b> Monthly by E. &amp; A., Austr. Oriental Line.</p> <p><b>MELBOURNE.</b> Monthly by E. &amp; A., Austr. Oriental Line. N. Y. K.</p> <p><b>BALTIMORE.</b> Every ten days by Joint Service of American and Manchurian &amp; Blue Funnel Lines.</p> <p><b>BANGKOK.</b> Weekly by China Navigation Co., Chino Siam Line, Indo China Line. Fortnightly by China Navigation Co. Monthly by O. S. K.</p> <p><b>BARCELONA.</b> Every Six weeks by Compania Transatlantica.</p> <p><b>BATAVIA.</b> Every Ten days by J. C. J. L.</p> <p><b>BELGIUM, HOLLAND &amp; GERMANY.</b> Every Three weeks by Hamburg America Line. Monthly by Holland East Asia Line.</p> <p><b>BOMBAY.</b> Ten day by P. &amp; O. S. N. Co., N. Y. K., O. S. K. Monthly by P. &amp; O. S. N. Co., Lloyd Triestino.</p> <p><b>BOSTON.</b> Every ten days by Joint Service of Blue Funnel and American and Manchurian Lines. Monthly by N. Y. K., Prince Line, American Oriental Line.</p> <p><b>BUENOS AIRES.</b> Monthly by O. S. K. Two monthly by N. Y. K.</p> <p><b>CADIZ.</b> Every six weeks by Compania Transatlantica.</p> <p><b>CALCUTTA.</b> Ten day by British-India, N. Y. K., Indo China Line. Monthly by O. S. K.</p> <p><b>CANTON.</b> Daily by Hongkong, Canton &amp; Macao Steamboat Co., Ltd., &amp; C. N. Co. (Joint Service) Yuen On S.S. Co., Shiu On S.S. Co., Tong On S.S. Co. Every two or three days by Indo China Line.</p> <p><b>CEBU.</b> Fortnightly by Oregon Oriental Line.</p> <p><b>CHING WANG TAO &amp; DAIREN.</b> Every Three weeks by J. C. J. L. Monthly by Blue Funnel Line.</p>	<p><b>COLOMBO.</b> Weekly by Blue Funnel Line. Ten day by P. &amp; O., M. M., O. S. K., N. Y. K. Fortnightly by P. &amp; O., N. Y. K., Glen Line. Every Three weeks by Ellerman Line, American &amp; Manchurian Line, Hamburg America Line. Monthly by O. S. K. (three sailings), Norwegian, Africa &amp; Australian Line, N. Y. K. (two sailings), Lloyd Triestino, Every six weeks by Compania Transatlantica.</p> <p><b>CONTINENTAL PORTS.</b> Monthly by Norwegian, Africa &amp; Australia Line.</p> <p><b>DUTCH EAST INDIAN ARCHIPELAGO.</b> (Java, Sumatra, Borneo and the Celebes). Western Parts of Archipelago. Every ten days by J. C. J. L. Fortnightly by Nanyo Y. K. Direct to Eastern Parts of Archipelago. Every Three Weeks by J. C. J. L.</p> <p><b>EUROPEAN &amp; ATLANTIC COAST PORTS.</b> (Via Suez) Monthly by American Pioneer Line.</p> <p><b>FOOCHOW.</b> Twice weekly by Douglas S.S. Co.</p> <p><b>GERMANY.</b> Weekly by Blue Funnel Line.</p> <p><b>GENOA.</b> Monthly by Blue Funnel Line.</p> <p><b>GLASGOW.</b> Fortnightly by Blue Funnel Line.</p> <p><b>HAIPHONG.</b> Weekly by Indo China Line. Fortnightly by China Navigation Co., Y. K. K.</p> <p><b>HANKOW, PUKOW, CHING WANG TAO &amp; DALNY.</b> Monthly by M. M.</p> <p><b>HAVRE.</b> Monthly by Ellerman Line, Blue Funnel Line.</p> <p><b>HOIHOW.</b> Weekly by Indo-China S. N. Co. Fortnightly by C. N. C., Y. K. K.</p> <p><b>HOIHOW, PAKHOI &amp; HAIPHONG.</b> Fortnightly by C. N. C., Y. K. K.</p> <p><b>HOLLAND.</b> Weekly by Blue Funnel Line. Monthly by Holland East Asia Line.</p> <p><b>HONOLULU.</b> Fortnightly by Pacific Mail, T. K. K.</p> <p><b>HULL (ENGLAND).</b> Monthly by P. &amp; O. S. N. Co., Ellerman Line. Occasionally by Blue Funnel Line.</p> <p><b>IMMINGHAM.</b> Fortnightly by Glen Line.</p> <p><b>ILOILO.</b> Fortnightly by Oregon Oriental Line.</p> <p><b>JAPAN.</b> (see Yokohama.)</p> <p><b>JAVA.</b> (see Dutch East Indies).</p>	<p><b>KEELUNG.</b> Weekly by O. S. K. (two sailings) Fortnightly by Y. K. K. Every Three weeks by N. Y. K. Monthly by N. Y. K. (two sailings)</p> <p><b>LIVERPOOL.</b> Fortnightly by Blue Funnel Line. Monthly by N. Y. K.</p> <p><b>LONDON.</b> Weekly by Blue Funnel Line. Fortnightly by P. &amp; O., Glen Line, N. Y. K. Every Three weeks by Ellerman Line. Monthly by O. S. K., N. Y. K.</p> <p><b>LOS ANGELES.</b> Fortnightly by Struthers &amp; Barry.</p> <p><b>MACAO.</b> Daily by H. K. Canton &amp; Macao S. B. Co., Limited.</p> <p><b>MAKASSAR.</b> Every Three weeks by J. C. J. L.</p> <p><b>MANILA.</b> Weekly by Indo China Line. Twelve day by Admiral Oriental Line. Fortnightly by Canadian Pacific S.S. Co., Pacific Mail, Struthers &amp; Barry, Oregon Oriental Line. Every Three weeks by American &amp; Manchurian Line. Monthly by E. &amp; A., Austr. &amp; Oriental Line, N. Y. K., Ellerman Line, American Oriental Line, Prince Line, Hamburg America Line. Every six weeks by Compania Transatlantica.</p> <p><b>MARSEILLES.</b> Four Sailings per month by Blue Funnel Line. Fortnightly by P. &amp; O., M. M., N. Y. K., Ellerman Line. Monthly by M. M., N. Y. K., Ellerman Line.</p> <p><b>MAURITIUS.</b> Three monthly by Oriental African Line.</p> <p><b>NEW YORK.</b> Every ten days by Joint Service of Blue Funnel and American &amp; Manchurian Lines. Monthly by Dollar S.S. Co., Dodwell Castle Line (round the world service), Prince Line, N. Y. K., American Oriental Line, American Pioneer Line.</p> <p><b>ORAN.</b> Occasionally by Glen Line.</p> <p><b>PENANG.</b> Weekly by Blue Funnel Line. Ten days by British-India Co., N. Y. K. (two sailings), Indo-China Line. Fortnightly by Glen Line, P. &amp; O. S. N. Co., N. Y. K., Hamburg America Line. Every three weeks by Ellerman Line, American and Manchurian Line. Monthly by N. Y. K., Admiral Oriental Line.</p> <p><b>PHILIPPINE ISLANDS OUTPORTS.</b> Fortnightly by Struthers &amp; Barry.</p> <p><b>PLYMOUTH.</b> Fortnightly by P. &amp; O. S. N.</p> <p><b>PORTLAND.</b> Fortnightly by Oregon Oriental Line.</p>	<p><b>PORT SAID.</b> Weekly by Blue Funnel Line. Fortnightly by P. &amp; O. S. N., Glen Line, M. M., N. Y. K. Every Three weeks by Hamburg America Line, Ellerman Line. Monthly by O. S. K., Norwegian, Africa &amp; Australia Line, Lloyd Triestino (two sailings), N. Y. K. (two sailings), M. M. Every six weeks by Compania Transatlantica.</p> <p><b>PORT SUEZ.</b> Weekly by Blue Funnel Line. Fortnightly by N. Y. K., Glen Line, P. &amp; O. S. N. Every Three weeks by Hamburg America Line, Ellerman Line. Monthly by Lloyd Triestino (two sailings), O. S. K.</p> <p><b>PORT SUDAN.</b> Every three weeks by Ellerman Line. Monthly by O. S. K., Ellerman Line, Blue Funnel Line.</p> <p><b>RANGOON.</b> Ten days by N. Y. K.</p> <p><b>RIO DE JANEIRO.</b> Monthly by O. S. K. Two monthly by N. Y. K.</p> <p><b>SAIGON.</b> Fortnightly by M. M. Monthly by O. S. K. (two sailings) Two monthly by N. Y. K., Struthers &amp; Barry.</p> <p><b>SAMARANG.</b> Every ten days by J. C. J. L.</p> <p><b>SANDAKAN.</b> Fortnightly by Indo China Line. Monthly by E. &amp; A.</p> <p><b>SAN FRANCISCO.</b> (Including in some cases Los Angeles, Balbao, Callao, etc.) Fortnightly by Pacific Mail, Struthers &amp; Barry, T. K. K. Monthly by American Pioneer Line, Dollar Line, O. S. K., N. Y. K.</p> <p><b>SANTOS.</b> Monthly by O. S. K. Two monthly by N. Y. K.</p> <p><b>SCANDINAVIAN PORTS.</b> Monthly by Norwegian, Africa &amp; Australia Line.</p> <p><b>SEATTLE.</b> Twelve days by Admiral Oriental Line. Every three weeks by N. Y. K., Blue Funnel Line. Monthly by O. S. K.</p> <p><b>SHANGHAI.</b> Five days a week by C. N. C. Every two or three days by Indo China Line. Weekly by Blue Funnel Line. Every ten days by P. &amp; O. S. N. Co., British-India S. N. Co., N. Y. K. Every Twelve days by Admiral Oriental Line. Fortnightly by P. &amp; O. S. N. Co., C. P. S., N. Y. K., Glen Line, Ben Line, Pacific Mail, T. K. K.</p>	<p>Every three weeks by J. C. J. L. (two sailings), N. Y. K., Hamburg America Line. Monthly by Norwegian Africa &amp; Austr. Line, N. Y. K. (three sailings), O. S. K. (two sailings), Holland East Asia Line, Lloyd Triestino, M. M. (two sailings), Ellerman Line, Y. K. K. Every six weeks by Compania Transatlantica.</p> <p><b>SINGAPORE.</b> Weekly by Blue Funnel Line, China Navigation Co. Every ten days by P. &amp; O. S. N. Co., Indo China Line, British-India S. N. Co., N. Y. K. (two sailings). Fortnightly by P. &amp; O. S. N. Co., Glen Line, N. Y. K., Holland East Asia Line, M. M., China Navigation Co. Every three weeks by Ellerman Line, American &amp; Manchurian Line, Hamburg America Line. Monthly by Australian Oriental Line, Dodwell Castle Line, M. M., O. S. K. (four sailings), N. Y. K. (two sailings), Ellerman Line, Holland East Asia Line, Lloyd Triestino, Norwegian, Africa &amp; Australian Line, American Oriental Line, Struthers &amp; Barry, Prince Line. Every six weeks by Compania Transatlantica. Two monthly by N. Y. K. Three monthly by Oriental African Line.</p> <p><b>SOURABAYA.</b> Every ten days by J. C. J. L. Every three weeks by J. C. J. L. (two services).</p> <p><b>SOUTH AFRICAN PORTS.</b> Monthly by O. S. K. Two monthly by N. Y. K. Three monthly by Oriental African Line.</p> <p><b>SPAIN.</b> Every six weeks by Compania Transatlantica.</p> <p><b>SWATOW.</b> Three or four times a week by C. N. Co. Four times a week by Douglas S.S. Co. Every two or three days by Indo China Line. Weekly by China Navigation Co., Chino Siam Line, O. S. K., Indo China Line. Fortnightly by Y. K. K., O. S. K. (two sailings), K. P. M. Monthly by Douglas S.S. Co.</p> <p><b>TACOMA.</b> Every three weeks by Blue Funnel Line. Monthly by O. S. K.</p> <p><b>TAKAO.</b> Fortnightly by O. S. K. Monthly by O. S. K.</p> <p><b>THURSDAY ISLAND.</b> Monthly by E. &amp; A., N. Y. K., Austr. Oriental Line.</p> <p><b>TIENTSIN.</b> Every ten days by Indo China Line (Feb. to Dec. only). China Navigation Co.</p> <p><b>TSINGTAU.</b> Twice a week by C. N. C. Weekly by Indo China Line.</p> <p><b>TOWNSVILLE.</b> Monthly by E. &amp; A., N. Y. K.</p>	<p><b>TRIESTE.</b> Monthly by Lloyd Triestino.</p> <p><b>TRIESTE, VENICE &amp; BRINDISI.</b> Monthly by Lloyd Triestino (two sailings).</p> <p><b>VALENCIA.</b> Monthly by N. Y. K., Hamburg America Line. Every six weeks by Compania Transatlantica.</p> <p><b>VALPARAISO.</b> Every 45 days by T. K. K.</p> <p><b>VANCOUVER.</b> Fortnightly by C. P. S. Every three weeks by Blue Funnel Line. Monthly by O. S. K.</p> <p><b>VICTORIA.</b> Every Twelve days by Admiral Oriental Line. Fortnightly by C. P. S. Every three weeks by N. Y. K., Blue Funnel Line. Monthly by O. S. K.</p> <p><b>VLADIVOSTOCK.</b> Fortnightly by Glen Line. Monthly by Holland East Asia Line.</p> <p><b>WEIHAIWEI, CHEFOO &amp; TIENTSIN.</b> Ten/fourteen day by China Navigation Co., Ltd.</p> <p><b>YOKOHAMA.</b> (including other Japanese Ports) Weekly by Blue Funnel Line. Every ten days by P. &amp; O. S. N. Co., British India S. N. Co., N. Y. K. (two sailings), Indo-China Line. Every twelve days by Admiral Oriental Line. Fortnightly by C. P. S., P. &amp; O. S. N. Co., Ben Line, M. M., Pacific Mail, Struthers &amp; Barry, T. K. K., Glen Line, Nanyo Y. K. Every three weeks by J. C. J. L., N. Y. K. (two sailings), Hamburg America Line. Monthly by American Pioneer Line, N. Y. K. (four sailings), Norwegian, African &amp; Australian Line, Eastern &amp; Australia Line, Lloyd Triestino, M. M., O. S. K. (two sailings), Y. K. K., Dodwell Castle Line, Every six weeks by Compania Transatlantica. Two monthly by N. Y. K.</p> <p><b>ZAMBOANGA.</b> Occasionally by Oregon Oriental Line.</p> <p><b>ROUND THE WORLD SERVICES.</b> A Monthly service, by Dodwell Castle Line, leaves New York, via Panama to Yokohama, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Port Suez, Port Said, Algiers, and back to New York. A Monthly freight and passenger service, by Dollar Steamship Line, leaves New York, via Panama to Los Angeles and San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, and back to Boston and New York. A Monthly freight service, by the Dollar Line, proceeds from Hongkong to Atlantic Coast Ports via Genoa and Marseilles, continuing Round the World from Atlantic Coast Ports, returning to Hongkong via Panama, Los Angeles, San Francisco, Yokohama, Kobe and Shanghai. A Monthly Service by the Prince Line leaves New York via Panama to Ports in Japan and China and returns via Philippines, Straits Settlements and Suez Canal to Boston and New York.</p>
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That is to say:—Of the value of merchandise imported during 1923:

65¼ per centum was borne principally by coaster-steamer, and 34¼ per centum was borne principally by ocean-going steamer.

With regard to export of merchandise during 1923, it will be noted that the total value amounted to £61,373,000. The mode of transport may be summarised as follows:—

*Exports.*

*Partly by Coaster-steamer, River Steamboat and Junk.*

(Probably a small proportion by ocean-going steamer).

Merchandise to the value of

£24,991,000 = 40.72%	went to	South China.
9,739,000 = 15.87%	"	North China.
9,093,000 = 14.81%	"	French Indo-China, Siam, Netherlands East Indies, Phillipine Islands, and British North Borneo.
4,306,000 = 7.02%	"	Middle China.
3,593,000 = 5.85%	"	Japan, Korea and Formosa.

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£51,722,000 = 84.27% of the Total Value of Export Trade.

*By Ocean-going Steamers.*

Merchandise to the value of

£4,423,000 = 7.21%	went to	Straits Settlements, Federated Malay States, India, Burmah, Mauritius, and Ceylon.
3,351,000 = 5.46%	"	<i>via</i> the Pacific.
1,245,000 = 2.03%	"	<i>via</i> Suez.
405,000 = 0.66%	"	to Australia.
227,000 = 0.37%	"	other Countries.

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£9,651,000 = 15.73% of the Total Value of Export Trade.

That is to say: Of the value of merchandise exported during 1923:

84¼ per centum was borne principally by coaster-steamer, river steamboat and junk, and

15¼ per centum, was borne principally by ocean-going steamer.

Considering the Total Value of both Imports and Exports of merchandise:

74¼ per centum was borne by coaster-steamer, river steamboat, and junk, and

25¼ per centum was borne by ocean-going steamer

A ratio of 3 to 1 approximately.

Mr. Duncan explains that he has selected the eight commodities of highest value, estimated their tonnages—which after all is of primary importance from the view of port developments—



and analysed their flow. These eight commodities represented practically half the value of imports and exports during 1923. The commodities of greatest predominance in weight are rice, coal and raw sugar, imported from French Indo-China, Siam, Japan, Korea and Formosa and Netherlands East Indies, and, except for raw sugar, which is refined in the Colony and exported principally to North China, of the other two commodities:—rice is almost wholly exported to South China and coal partly to South China but delivered mostly to ships in bunkers. Rice imported in 1923 weighed 1,381,750 tons and represented 22.40% of the Total Value of Imports. Of this amount, 1,223,430 tons, representing 20.68% of the Total Value of Exports, were exported, mainly to South China.

#### Mode of Transport of Principal Commodities.

The mode of transport of the eight commodities under consideration as far as can be ascertained was as follows:—

	Percentage weight carried by	
	Coaster- steamer, River Steamboat or Junk.	Ocean-going Steamer.
Imports .....	85½	14½
Exports .....	96½	3½
<b>Average on Total Imports and Exports of these eight com- modities .....</b>	<b>91 %</b>	<b>9 %</b>

i.e. a ratio of 9 to 1.

“ Any of these eight articles of trade, when imported, are likely to form the greater bulk of the ship's cargo consigned to Hong-kong, and, as they are transported in bags, cases, or bales of more or less uniform size (in the case of coal and fuel oil “ in bulk ”), it is possible to obtain by such means as mechanical conveyors a continuous stream of discharge movement from a ship alongside a quay wall to the transit shed, storage warehouse or dump; in the case of oil by pipe-line to the oil Tanks. The degree of expedition and economy in handling which it is possible to obtain in the transport of such a commodity as rice,—a necessity of life to the Chinese,—and which alone represents over 20% of the Value of the Import and Export Trade of the Port, I submit, justifies this trade being considered of primary importance in any schemes of Port Developments. any

**Size of Vessels Engaged in Present Trade.**

The maximum draught (fully loaded), and length of vessels frequenting the Port are as follows:—

Class of Vessel.	Maximum Draught (full loaded) Ft. inches.	Length (overall) Feet.
Ocean-going .....	32-0	644
Coaster .....	22-6	325
River Steamboats.....	13-0	290
Junks .....	11-0	70
Barges.....	7-6	80

**Size of Steamers to be Provided For.**

As to the size of steamers to be provided for, Mr. Duncan points out that vessels on the Pacific run are not fully laden at Hongkong as this is their terminal point. Vessels using the Suez route are either nearly empty or not yet loaded down to their maximum draught when in Hongkong. The question of an increase in the draught of ocean-going steamers and the bearing of the Suez and Panama Canals construction programme has to be considered. The 1921 programme of the Suez Canal will allow, when completed, an increase of the authorized draught to 35 feet and even to 36 feet if needed; this is equal to 37 feet in the Panama Canal where ships travel in fresh water. The Technical Adviser to the Suez Canal Co., states: "On the whole, ships measuring less than 6,000 tons gross are decreasing in number while those above 6,000 tons are increasing but the increase is practically negligible for merchant ships above 12,000 tons. The number of ships of very large tonnage is still very limited."

*International Congress of Navigation.*

As deep draughted ships necessitate a very large capital outlay at ports to accommodate them, in comparison with ships of moderate draught, the question was considered by the International Congress of Navigation, with the view to either justifying or condemning the policy of building ships of great draught, solely with regard to the economical running of these ships, without taking into consideration the capital cost of providing wharfage to accommodate them at all their ports of call.

The principal conclusions of the Congress were:—

That the accommodation to be provided for ships should be guided by considerations of true economy, and that against any anticipated saving in the cost of running a ship due to increased draught, the additional expenditure entailed at all Ports at which such vessels will trade should be taken into account.

That except for the Atlantic service it is considered that, when everything is taken into account, it will be difficult to justify the necessity for a depth of water at the quay side of more than 35 feet at L.W.O.S.T. for many years to come; while a Port providing 30 feet of water at L.W.O.S.T. would be considered a first-class port.

The survey of existing conditions at ports surrounding the Pacific Ocean indicates that ships with a draught of more than 34 feet are not likely to frequent the port of Hongkong for many years to come.

#### Maximum Depth at Quays.

As to the maximum depth to be provided at L.W.O.S.T. at quays, the Report traverses the suggestion of the Consulting Engineers in their scheme for works at Hung Hom Bay that a maximum depth of 37 feet be provided, remarking that "one would not mind providing any maximum at every quay if there is a sufficient percentage of ships to make full use of it, but it is a very unattractive proposition to see the depth occupied occasionally, and being the rest of its time used by ships of the coaster class, the present maximum draught of which vessels, as already stated, being 22'6". As for these steamers, taking into account the possibility of improvement at neighbouring ports, Mr. Duncan considers that any wharfage accommodation for the coaster-steamer should provide for a depth of 30 feet of water alongside quay walls at L.W.O.S.T. For river steamers,—due to the type of construction of piers recommended to accommodate them,—it will be more economical to provide a depth of 20 feet, although a depth of 16 feet (L.W.O.S.T.) would be sufficient. In regard to the trade between Hongkong and such places as Kwong Chow Wan, a depth of 15 feet should be sufficient. The maximum draughts, loaded, of Junks and Barges appear to be 11 feet and 7'6" respectively. A depth of water of 12 feet at L.W.O.S.T. will be sufficient for this class of craft.

#### Datum.

The report next discusses the datum adopted by the Consulting Engineers, viz. the level of Low Water of Extraordinary Spring Tides (which is, about 1.03 feet below the level of L.W.O.S.T.). Mr. Duncan does not consider this datum a reasonable basis on which all shipping accommodation should be designed. Such a coincidence as a vessel arriving in the port at the hour of L.W.E.S.T., or when the wind has caused the tide to fall to an abnormally low level, and, at the same time such vessel to be loaded to its maximum draught, does not justify, in his opinion, the extra cost of constructing all solid quay walls providing the extra depth between these two data,

viz:—one foot. The datum to which all works recommended in the Report are designed is therefore L.W.O.S.T. or Ordnance Datum.

#### Height of Quay Walls & Protection from Typhoons.

With regard to the height of quay walls, Mr. Duncan considers it would be better to provide, in the design of the transit sheds, precautions for preventing flooding, rather than increase the height of the quay walls beyond the level of 14.50 feet above L.W.O.S.T., which is an economic height for the handling of cargo. Consideration of the records of typhoons from the years 1884 to 1923 show that, with the exception of the typhoon gale experienced on the 18th of September, 1906, there is no record of winds of typhoon force blowing from the South. It would appear therefore that, in any system of docks to be provided, a Southerly direction requires least protection from typhoon gales.

#### Present Methods of Cargo Handling Criticised.

“The existing berthage in the harbour is unsuitable in design to allow of the most economical handling of cargo being obtained. Berthage provided with transit sheds at the back of the wharf road, although more expensive to construct, is the more suitable design in that it secures more rapid expedition for shipping, less dependence on unskilled labour, less damage to goods and less actual cost for the transport of goods between ship and shed. The advantage of this form of berthage,—taking into account its higher cost of construction,—will be found to be the more economical, and has therefore been adopted.

#### Considerations Affecting Cost.

“In the carrying out of any of the schemes of wharfage recommended later in this report, areas of reclamation will be formed. However, as the market value of any land formed will be much in excess of the actual cost of the filling material, it is necessary to consider only the cost of providing a quay wall to allow steamers to berth.

“That the cost of handling charges may not be increased by the provision of deep water berthage, it is necessary that the return on the capital expense involved in the construction of such berthage should not exceed the cost of taking delivery of cargo from ships anchored in the stream and conveying it ashore through the medium of junks and barges. Whilst it will be admitted that the cost of discharging a ton of cargo into sheds from a ship berthed alongside would be somewhat less than the cost of handling the same weight of cargo under the present conditions from a junk or lighter alongside a praya wall, I have assumed for the purpose of comparison the worse condition, viz.: that the cost in either case would be the same.

#### Cost Per Ton of Discharge at Quay Wall.

“Assuming that maintenance charges on quay walls, including dredging, will amount to about 1% on the capital expenditure, that money is borrowed at 5% and a sinking fund of 1% is allowed for, which would redeem the cost in a period of about 36 years; then, about 7% return on the capital expenditure must be assured before embarking on a scheme to provide the necessary quay walls.

“ Provided vessels maintain a rate of working of 200 tons of cargo per annum per lineal foot of wharf,—which rate is well within the limits of actual practice—then, to yield 7% return, it will be necessary to make a charge of 55 cents per ton on general cargo discharged at a quay wall having a depth of 34 feet of water alongside at L.W.O.S.T. The costs being so favourable as compared with the charges now levied for the transport of goods between steamers anchored in the stream and the shore, the expense of providing wharfage would appear to be justified.

#### Advantages of Quays.

“ Whilst in calm weather the rate of discharge or loading of a vessel may not be increased, as compared with the present method of discharging or loading in the stream, there can be no question as to the greater expedition which can be given to vessels loading or discharging goods at a quay wall during the typhoon season. The financial loss to shipowners, junk and lighter people, caused year by year through delays consequent upon typhoon weather, and more especially the fear of typhoons, must be enormous.

“ The advantages of berthing a vessel for discharge or loading at a wharf having shed accommodation alongside, compared with a vessel anchored in the stream, may be enumerated as follows:—

1. Reduction in handling costs.
2. Quick turn-about of vessels in port more particularly during the typhoon season, and because of being independent of the consignees for junks or lighters.
3. Less broaching of packages and less risk of pilferage.
4. Less frequent handling; (an important factor in the case of flour).
5. Less dependence on unskilled labour; (an important factor as borne out by the strike of 1922).
6. Water and oil fuel can be obtained at less cost direct from pipes laid along the quays.
7. Less road congestion as, under present conditions, the whole Praya is practically one long wharf, occupied by junks and barges loading and discharging goods, which are carried by streams of coolies through the thoroughfares of the city to the various godowns of the Chinese.”

#### Extent of Wharfage Required.

Proceeding to the consideration of conditions affecting the extent of wharfage, Mr. Duncan summarises the statistics of the number and tonnage of vessels using the port, showing that in 1923 the port was used by 12,637 ocean-going vessels, including coasters, representing a total tonnage of over 25,000,000: 7,899 river steamers with a tonnage of 6,356,080: 4,811 steamships under 60 tons, engaged in Foreign trade, with a tonnage of 142,392 and 24,553 junks engaged in foreign trade with a tonnage of 2,619,003. The tonnage of junks in foreign trade has been practically constant between the years 1867 and 1923.

The daily average of vessels of the ocean-going and coaster classes which entered the port during 1923 was about 17.3, whilst the daily average number of these vessels in port was 91. It is anticipated that the provision of additional berthage will reduce the latter figure, but it is unlikely that it will ever be much below 70.

#### Free Storage Period.

"A very important factor in the consideration of the extent of wharfage required is the length of time which consignees are granted "free occupancy" of transit sheds or open space for their goods. In Hongkong the period of "free storage" is 7 days, whereas in the United Kingdom, and in most foreign ports, the time is limited from 48 to 72 hours. To a great extent the period of "free occupancy" determines the quay and shed accommodation which has to be provided, and thus the capital to be spent and the charges necessary to be levied on the trade. The fact that Shanghai gives 10 days, Singapore 7 days and Kobe 7 days, cannot be adduced as argument in support of Hongkong continuing to grant 7 days' "free occupancy" of transit sheds or open space. The sheds at the wharves are "transit sheds," fundamentally a covered protected working area, a space for temporary holding of freights for assorting and distribution but for holding only a limited period of time after which, if not taken delivery of, they should be transferred to the "reservoir" or storage warehouse so that the fullest possible use of the berth for steamer discharge may be obtained. Goods should be removed from transit space within a period of 72 hours."

#### Existing Berthage.

A table shows the number of vessels which may berth simultaneously in Hongkong at the present time (including wharfage under construction) as follows:—

China Merchants' Pier & Jardine's Wharf (West Point), 3 steamers, (Maximum draught L.W.O.S.T. 23 feet); Douglas Pier, 2 steamers (Maximum draught L.W.O.S.T. 26 feet); Ching Siong Land Investment Co., under construction, 3 steamers (28 feet draught); Hongkong Wharf & Godown Co's Piers, and Holt's Wharves, 10 steamers; draughts varying from 32 feet to 25 feet. Total number of vessels which may berth simultaneously 18.

#### Number of Vessels Requiring Wharfage.

Mr. Duncan suggests that, of the estimated average daily number of vessels (namely, 70), which will be in port, the number requiring wharfage accommodation may be as high as 50 per cent., not including colliers and oil tankers. Probably at least 15 of these 35 berths would be required to provide for steamers of the coaster class, engaged in the rice, sugar and cotton yarn trades, and to land wheat flour from America. The remaining number of berths, namely 20, will be required to accommodate coasters engaged in other trades and ocean-going steamers as distinct from coasters.

It would seem, therefore, that 17 additional berths may be required. Of that total 9 might be required for vessels engaged in the rice, sugar, cotton yarn and wheat trades, the remaining number, *viz.*: 8, being required by steamers of the ocean-going and coaster classes. Berths suitable for coaster and ocean-going steamers at present frequenting the port should be from 350 feet to 450 feet in length and from 550 feet to 650 feet in length respectively.

With regard to river steamers, the daily average number which entered the port during 1923 was about 11, and of these 8 are essentially passenger boats carrying cargo. As these passenger-cargo vessels should clear from their berths within 24 hours, and an application has already been received for a berth to accommodate vessels now being built, it would seem that, to accommodate this class of craft, a total of 9 berths is required. The maximum length of river passenger steamboats is 290 feet.

As a large proportion of the export trade, as at present carried on, is transported by junks and barges, provision should be made to accommodate such small craft in any scheme, whether it be designed for the accommodation of deep-draughted ocean-going vessels or steamers of the coaster class.

#### Harbour Limits.

Whilst discussing the locations of development works, the Report suggests that the Harbour Limits should be extended to Lyemun on the East and Laichikok on the West, defining an area of about 17 square miles.

#### Development at West Point Impracticable.

Mr. Duncan mentions that an economic and practicable scheme cannot be designed for the area between Western Market and Kennedy Town, on account of the state of the harbour bottom, suitable foundations being as low as from 50 to 100 feet below L.W.O.S.T. Provision for the economic handling of the rice, sugar and flour trades must therefore be made at another locality and, if possible, on the Hongkong side of the harbour, on which side business in these commodities is largely carried on.

#### Schemes of Development and Extent of Works Recommended for Immediate Construction.

##### *General Considerations*

"Whilst, as already stated, it would seem that 17 additional berths might be required for the more economical handling of the import trade of the Port, the programme of Port Development works to be constructed by Government in the near future must necessarily be limited to the amount of berthage which there is no doubt would either become immediately remunerative, or the return of the cost be assured by the disposal of land reclaimed in connection with its construction. Otherwise, to secure a return on the capital expense involved in the construction of berthage in excess of that taken up, would necessitate either the levying of higher charges for the use of that portion taken up, or increased taxation on shipping. The latter may not only result in driving away existing trade, but dis-

courage new trade. The extent of the works recommended for immediate construction is therefore limited by these considerations.

#### North Point.

Mr. Duncan suggests that, as an economic and practical scheme cannot be designed at West Point for the handling of the trade now carried on there, and at the same time to relieve congestion on that section of the harbour front, a more suitable location has to be found. On the Island side of the harbour, North Point foreshore is the only place where suitable berthage and sufficient area of land can be provided at a reasonable cost. With the exception of flour, the commodities handled at West Point are imported principally by coaster, so that the major portions of the works to be constructed at North Point should be designed to accommodate this class of vessel: i.e. a depth of 30 feet of water alongside quay walls at L.W.O.S.T. should be provided. As it is also proposed to accommodate the import trade in flour, a section of this scheme should be designed to allow ocean-going steamers to berth alongside. In this connection it is considered that a depth of water of 34 feet at L.W.O.S.T. will be sufficient. Lengths of quay wall aggregating 1693 feet are now under construction by private enterprise. A further 3000 feet in quay wall is designed for the accommodation of coaster steamers, plus 1500 feet lengths of berthage designed for ocean-going steamers.

This scheme provides for a width of road between the face of the quay wall and "transit warehouses" of 35 feet, there being a 75 feet road at the rear of the "transit warehouses" which are 120 feet in width. Behind the road is a basin 160 feet in width for the accommodation of junks working cargo, and available as a shelter during typhoon weather. For the convenience of road transport a bascule bridge connects the two sides of the junk basin about the middle of its length. On the south-easterly side of this basin provision has been made for the repair of Government craft, for the storage of coal and firewood, and an area reserved for police and fire stations, Government stores and for housing excise officers and also men engaged in the repair depot. Areas marked on the plan "Storage Warehouses" aggregate a total of about 830,400 square feet. Before any of the latter areas are alienated, special consideration should be given to the requirements of the trade for which this scheme is designed and the manner in which it may be conducted. The estimated cost of this work, including 10% for contingencies, is \$3,280,000.00 or \$4.18 per square foot.

#### Hongkong Central.

A scheme is provided to accommodate the local passenger and cargo trade, ferry services, &c., and to satisfy the requirements for its better control. This scheme extends from near Douglas Street to the Western Market, over which length about 2,960 feet of economic construction is possible. It is proposed to reclaim about 150 feet, seaward of the existing praya wall, and from the new sea wall to project piers. This will provide the accommodation required for trade development, and allow for widening Connaught Road (the present Praya). At the eastern end of the scheme it is pro-



posed to accommodate the Eastern and Central Ferry Services and the handling of mails by the General Post Office. Six berths are provided for ferry boats, one of these berths being designed in the form of a dock for the use of boats engaged in the carrying of both passengers and vehicles. One berth is provided for the use of the G.P.O. At the western end of the scheme it is proposed to accommodate the Western Ferry Services, for which three berths are provided. By this arrangement the routes of ferry services will not pass through an area which is likely to be used extensively by other craft.

Adjoining the eastern ferry piers, provision is made to accommodate the present river passenger and cargo trade by the construction of five piers 300 feet in length, 40 feet in width and 200 feet apart, the width of the piers being divided by a close partition, giving each vessel a wharf about 20 feet wide. In order to provide for the better control of cargo, one storey transit sheds, 70 feet wide and of a length of 90 feet per berth, are arranged for its reception.

In regard to the passenger trade, provision is made for a central booking office and waiting rooms on the ground floor, the passengers being subject to police and medical inspection on leaving the waiting rooms. The searching rooms are situated on the first floor. Passengers, after having passed through them, proceed along a passage-way over the top of the transit sheds and downstairs to the particular berth at which they wish to embark. In-coming passengers ascend to another passage-way which likewise passes over the transit sheds to the searching rooms. On leaving them, passengers pass downstairs for medical and police inspection and thence to a passage leading to the street. The design of the arrangements is such that in-coming and out-going passengers can be prevented from communicating with each other except when in the searching rooms. Passengers and cargo can also be separated entirely if the scheme is operated as arranged; *viz.*:—that the discharge of cargo should not be commenced until the passengers have entered the passage-ways leading to the searching rooms and the loading of cargo should cease before gates are opened to admit passengers to the piers from the passage-ways leading from the searching rooms.

To the west of the five piers referred to, a pier 160 feet long and 42 feet wide, and warehouse and office accommodation on a space 140 feet long and 80 feet wide, are arranged for the use of the Imports and Exports Department, adjoining which, a pier 160 feet long and 38 feet wide is arranged for the use of craft operated by the Harbour and Police Departments.

To provide for expansion in the local passenger and cargo trade, three piers of the same size, together with similar arrangements to those already recommended for the carrying on of this trade, have been laid out to the westward of the pier designed for the use of Harbour and Police Departments' craft. In continuation of this system of piers, and adjoining the Western Ferry Services, a pier about 160 feet in length and 42 feet in width is recommended

for the landing of building materials; and an area, 195 feet in length and 70 feet in width is reserved on the new reclamation for their temporary storage. Provided the storage time is limited strictly to that necessary to remove the materials to their destination, it is considered that this area will be sufficient. The depths of water to be provided alongside quay walls in this scheme should be 12 feet at L.W.O.S.T., with the exception of that for vehicular ferry boats which should be 15 feet. The estimated cost of these works, including buildings, is \$7,440,000.

#### **Kowloon Ferry Piers.**

Provision is made on the Kowloon side for corresponding vehicular ferry piers. The estimated cost of these works with the usual provision for contingencies and cost of resumptions, is \$690,000.00.

#### **Kennedy Town.**

To provide better facilities for the disembarking of cattle, sheep and swine imported for slaughter purposes, also convenient lairages for their reception, with slaughterhouse and cold storage in close proximity, etc., it is proposed to reclaim Kennedy Town foreshore for an average depth of about 200 feet and extending westward from Cadogan Street for a distance of about 2,470 feet. also to construct a wharf 350 feet in length having a depth of 30 feet of water alongside at L.W.O.S.T., which is considered sufficient for any vessel engaged in importing animals for slaughter. A ramped berth 90 feet in length having a depth of 12 feet of water alongside at L.W.O.S.T. will accommodate the smaller craft engaged in this trade. A T-shaped pier extending seaward of the sea wall for a distance of about 70 feet, with a berthage length of about 100 feet, and two mooring dolphins about 100 feet on either side, are provided opposite the area reserved for cold storage, for the delivery of frozen meat from ships. This amount of wharfage is considered sufficient for the meat trade to be dealt with in this locality. A site of further wharfage is shown, should such be required in connection with the carrying on of any other business on this reclamation.

By carrying out this reclamation building areas of about 458,000 square feet to the north and about 107,250 to the south of the new alignment of Jubilee Road become available for development. In regard to the former area, which abuts on the new sea front, it is proposed to utilize the western portion for a Cattle Depot, comprising lairages, slaughterhouse, chill room, crematorium, offices, stores and Asiatic staff quarters; and also for a poultry-market, dogs' home and disinfecting station. Two storey lairages providing floor areas of about 300,000 sq.ft. are recommended, which accommodation will provide for housing 1,750 head of cattle, 600 sheep and 3,000 swine. On the eastern portion, areas of about 83,600 sq.ft. and about 16,500 sq.ft. are reserved for cold storage and opium refinery, respectively. The remaining areas on the reclamation, about 95,650 sq.ft. and about 35,750 sq.ft. also the areas to the south of the New Jubilee Road, become available for other purposes. The estimated cost of the construction works is \$1,626,000, equivalent to \$2.88 per square foot. Reprovisioning on the reclamation is estimated to cost \$5,516,000. Old sites and new areas worth

\$3,503,000 become available so that the resultant cost to Government of carrying out this scheme is \$2,013,000.

#### Hung Hom Bay.

The report mentions that in April, 1923, Messrs. Butterfield & Swire made application for additional berthing accommodation, to the extent of 1,200 feet, to the north of Messrs. Alfred Holt & Co.'s present wharfage. The south-west portion of the Scheme allows for extending, by 80 feet, the present berthage, making Holt's East Wharf 550 feet in length. Extending in a northerly direction, a length of 1,300 feet of additional wharfage, having a depth of 34 feet of water alongside at L.W.O.S.T., may be constructed and for the purpose of erecting "transit warehouses" contiguous with the wharfage, sufficient area of land can be provided by reclamation.

With regard to the principal portion of the scheme, it is proposed to reclaim areas adjoining the railway reclamation and to project from the new reclamation three jetties in an easterly direction. These jetties together with a quay wall protecting the northern area of new reclamation form a ship basin 1,200 feet long and 400 feet wide, having berthage 2,400 feet in length with a depth of 34 feet (or if required 36 feet) of water alongside at L.W.O.S.T. and two junk basins 160 feet wide, having berthage of about 4,240 feet in length, with a depth of 12 feet of water alongside. The continuation of Jetty No. 1 in a north-easterly direction provides on its south-east side 900 feet of berthage and on its north-west side 750 feet of berthage with a depth of 36 feet of water alongside. Jetty No. 4 projected in a south-easterly direction from the extremity of the quay wall protecting the northern area of new reclamation provides for 420 feet of berthage on its inner side and 500 feet of berthage on its outer side, having a depth of 30 feet of water alongside at L.W.O.S.T. Jetties Nos. 1 and 4 will protect the ship and junk basins from typhoon seas and afford excellent shelter for small craft. An opening 430 feet wide between the ends of these jetties forms an entrance to the basins. Tentative proposals for railway sidings and lines running on to the quays are illustrated. It is not considered that tidal currents will cause any difficulties to ship coming alongside or leaving the wharves proposed.

Whilst Hung Hom Bay, due to its sheltered position and depth of water in the approaches offers the best site on the harbour front for the provision of wharfage with which,—if required,—railway communication can be readily given, the taking up of any berthage is not yet assured; and, as the cost of construction cannot be recovered by the disposal of land reclaimed in connection with the scheme, the order in which instalments of the works may be carried out are indicated and Estimates of their cost are given.

Provision for the discharge and storage of imported coal and oil fuel is indicated at the north-east corner of Hung Hom Bay and is estimated to cost \$2,290,000.

The construction of the wharfage and area of reclamation adjoining and to the north of Holt's Wharves may be carried out at any time independent of the carrying out of the rest of the scheme and is estimated to cost \$2,325,000.

The estimated cost of the Hunghom Bay scheme is as follows:—Quay Walls and south area of reclamation: \$2,385,000; Jetty No. 1, 1st section, \$2,610,000; second section, \$3,185,000; plus cost of dredging \$1,275,000. The whole carried out continuously is estimated to cost \$9,405,000, for which sum 4,100 feet of steamer berthage would be provided.

#### Kowloon Point.

The scheme designed to provide for expansion of the present accommodation for shipping at Kowloon Point is next described. Incidentally the Port Engineer points out that the carrying out of this scheme, together with that at Hongkong Central, will restrict the width of the Harbour, and increase to some extent the speed of the tidal currents there, though he does not anticipate that such current will cause any difficulties to ships using the wharves or piers proposed.

The scheme for Kowloon Point involves the closing of the entrance to the R.N. Torpedo-Boat basin and the opening of a new entrance on its north side.

It is proposed to reclaim a strip of land about 100 feet in width parallel to the present frontage road to the Hongkong and Kowloon Wharf and Godown Co.'s premises and to project, therefrom, in a south-westerly direction, four jetties so constructed as to form ship and junk basins, and giving a total quay length for steamers of 1.35 miles and for junks 0.93 mile; this scheme provides for about 13 steamers berthing simultaneously. Tentative proposals for railway lines running on to the quays from what is now military land are illustrated.

Similarly, as in connection with the Hung Hom Bay scheme, the taking up of any berthage not being yet assured and the cost of construction not being recoverable in the value of reclaimed land, the order in which instalments of the works may be carried out are indicated and estimates of cost are given. The first instalment of the scheme will involve an expenditure of \$3,760,000, for which 1,800 feet of berthage will be provided—giving two additional berths for steamers and permanent and temporary berthage aggregating about 2,100 ft. in length for the use of junks; also additional land areas on which transit warehouses may be constructed contiguous to the wharfage.

#### Wanchai Bay.

Having regard to the schemes recommended, it is considered that further reclamation seaward of the boundary of the works now under construction in Wanchai Bay would be to the detriment of the Harbour generally. For this reason the Port Engineer suggests a system of piers from the ends of various roads which may be of advantage to the trades carried on there, or likely to move to that area in the near future. The main feature would be the construction of a reclamation to protect the end of the Causeway Bay shelter. As work on the Praya East Reclamation sea wall is now well in hand, construction of the proposed reclamation should be carried out at an early date. The estimated cost would be \$228,000. It

is considered that this work should be put in hand in view of the fact that by the construction of the works now in hand the seas propagated by gales from a westerly direction would be deflected into the western entrance of the shelter.

Under the heading "Development of the Harbour Front in General" the Report suggests the removal of the explosives magazine on Kellett Island, which will then become available as a permanent "home" for the Royal Hongkong Yacht Club. Thus the large artificial embayment now existing between the properties of the A.P.C. and the Hongkong Electric Co. may be filled in to provide much needed sites in this locality.

#### Shaukiwan, etc.

A reclamation is recommended at Shaukiwan. As to a suggested typhoon refuge there, the Port Engineer considers that sufficient accommodation will be available elsewhere.

Tentative and minor schemes are next referred to at Kun Tong Bay, Kowloon Bay, Tai Wan, Mongkoktsui and Fuk Tsun Heung to Lai Chi Kok.

#### Harbours of Refuge.

In regard to typhoon shelter for junks, etc., it is again pointed out that the tonnage of junks engaged in foreign trade has been practically constant between the years 1867 and 1923, also that the immediate effect of the provision of wharfage for steamers will be to reduce the number of small craft engaged in transporting goods between the shore and ships anchored in the stream. The areas of the Causeway Bay and Mongkoktsui shelters are considered sufficient for the present to accommodate all small craft in the Harbour. Therefore, there would seem no justification for recommending the construction of any additional typhoon shelters. Nevertheless, as the greater part of the work necessary in the construction of a temporary typhoon refuge at Kwo Lo Wan would be utilised in protective works when the area enclosed was reclaimed, little cost would be involved by the provision of this temporary shelter, which would be convenient for craft in the eastern portion of the harbour.

Discussing the effectiveness of the existing harbours of refuge, the report states that when the works recommended at Wanchai Bay are completed, it is considered that excellent shelter will be secured at Causeway Bay for small craft.

#### Mongkoktsui Harbour of Refuge.

Due to damage having been caused during typhoon weather to small craft moored within this refuge, more particularly on the southern portion, the question of its improvement was referred to the Consulting Engineers. Whilst they indicated the position of a spur for the protection of the northern entrance, they were unwilling to recommend its construction. The only work which they proposed should be carried out was the construction of a spur from the existing breakwater to protect the southern entrance. Their estimate of the cost of this work was \$630,000.

Whilst Mr. Duncan agrees that the work recommended by the Consulting Engineers would shelter effectively the southern area of this refuge from typhoon seas, he is of the opinion that, without the additional protection of the spurs, there will be sufficient area of the refuge closed to westerly gales to accommodate all the small craft likely to make use of this shelter when the new accommodation in the schemes recommended is available. To give immediate relief and thus avoid the necessity for craft using the portions of the refuge disturbed by gales blowing from west to south-west, he recommends the provision of alternative accommodation at Kwo Lo Wan pending provision of shelter by the construction of wharfage.

The estimated cost of the works necessary to construct this temporary refuge, including the cost of reclaiming an area of about 79,000 square feet, amounts to \$810,000. The works constructed for this purpose would be utilized in the future reclamation of the area enclosed.

#### Surveys of the Harbour.

Under the heading, "Improvements of the Harbour Generally," the report touches upon the question of surveys, and systematic observations of the depth in different parts of the harbour, to which reference was made by the Consulting Engineers. In consequence of the fact that no records exist other than can be deduced from Admiralty charts—which are by no means sufficient on which to formulate any scheme—the Port Engineer regrets that he is unable to make any further recommendation for the improvement of the harbour generally. He agrees with the Consulting Engineers as to the importance of proper records of surveys, tide and current observations, sea action and other matters which form a complete history of any changes which may occur in the harbour from time to time. Due, however, to the lack of proper and effective centralized control under the conditions now existing, it would be exceedingly difficult to obtain satisfactory and reliable data. The Port Engineer recommends that the design and control of the construction of new works, dumping on unprotected foreshores or elsewhere in the harbour, the supervision and keeping of the necessary records of existing works, dredging and all matters which may make their influence felt in the waters of the Colony, should be centred under one Authority.

#### Policy, Control, Management and Administration.

The concluding section of the Report states:—

In my opinion a properly-constituted Advisory Port Authority, Board, or Impartial Tribunal is the first need. To enable the Government to appraise intelligently the needs of the Port, the Board should study and observe traffic and port conditions and advise and make recommendations on all matters which concern the efficient working of the Port, control being retained in the hands of the Government. So far, the development of the Port has been left to private enterprise, and adequate accommodation has not been made for shipping. Without the provision of the most economic handling and storage facilities possible, the present developments, together with the advantages of the security pertaining to British

Administration, the Colony's banking facilities and its excellent harbour, are unlikely to be sufficient inducement for the producer to send forward his traffic so that Hongkong may deal with the trade its strategic position should secure.

Private companies, however, can not be expected to meet the cost of development works which are necessary to secure true efficiency and economy in the handling of cargoes, as the return on the capital cost is subject to trade being handled over the works constructed. Nevertheless private enterprise should be encouraged rather than abandoned. Since the shipping or godown companies cannot be expected to initiate necessary reforms, Government should put into operation such works as are recommended and such extensions as, with the advice of the Advisory Authority, it is considered will best serve the interests of the Port. The construction of the quays, harbour roads and the carrying out of all necessary dredging should be undertaken by Government, which would lease the steamer berths to private operators on long term leases. The junk basins, being as necessary an adjunct to transport as roads and railways, and at the same time providing shelter for small craft during typhoon weather, should not be a charge on the lessee of the steamer berth. Private enterprise, however, should be required to provide the shed, cargo handling and all other facilities.

In regard to the granting of exclusive, and, particularly, long term leases for the use of the piers and wharves, it would seem well to observe some degree of caution. The recent experience in America has been that such leases may result in less efficient use of the facilities than is desirable in the best interests of the Port. A lessee, for example, may keep his wharf idle, rather than permit its use by an actual or potential competitor, or he may make such high charges as to drive business away from the port. This actually happened in New York during the Great War. If leases are made, they should preferably be in the form of first call on the berth, Government reserving to itself the right, when the berth is vacant, to assign to it vessels other than those belonging to the lessee, or in which he may hold a direct or indirect interest.

The basis of this policy is that, while there would be the broad impartial outlook of Government which would provide the costly works and lease them on reasonable term for the exploitation of the Port, the administration of business would be carried out by commercial people who should be interested in despatch, efficiency, and economy on the method of Profit and Loss.

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On the chart which faces this page:—

Red colouring indicates work which would come first in any scheme.

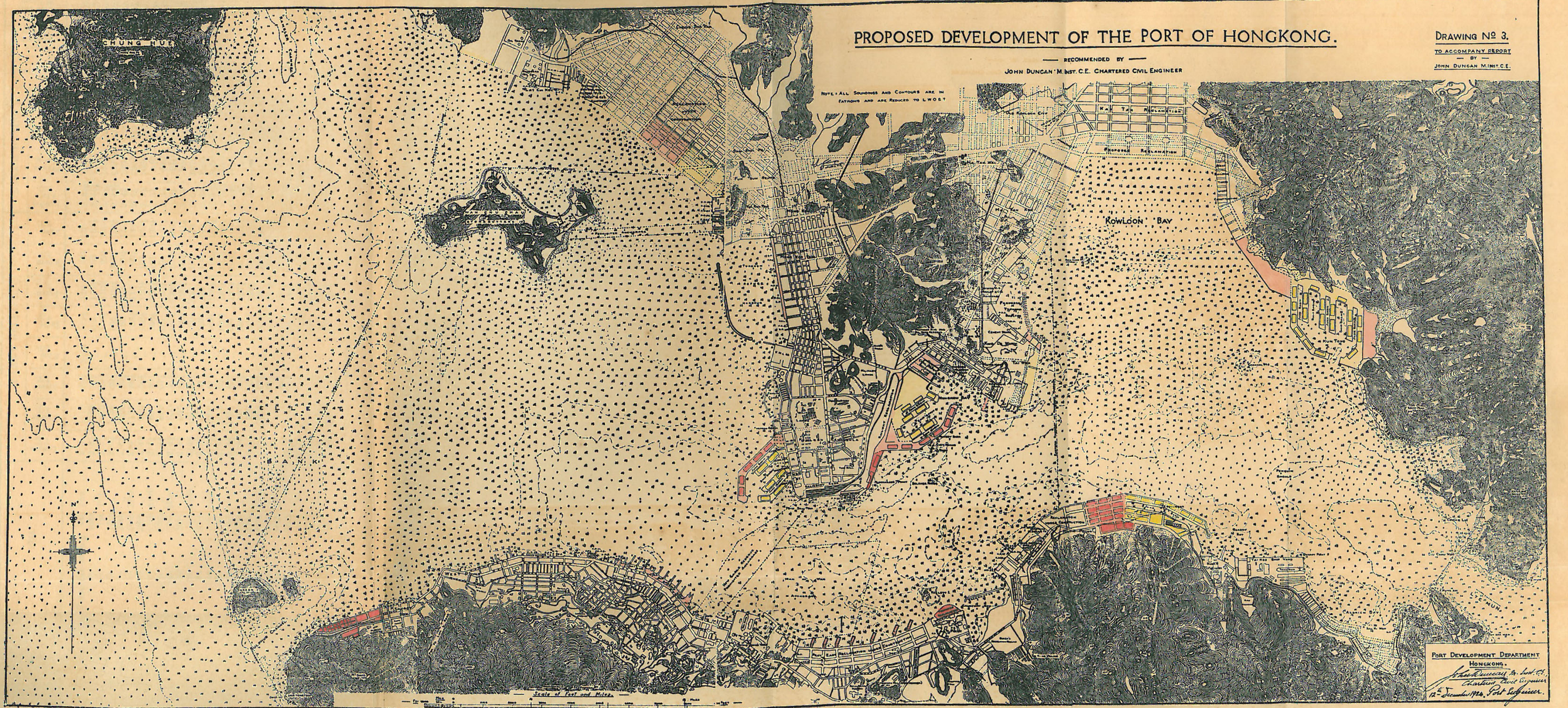
Yellow colouring indicates work which could be proceeded with later.

# PROPOSED DEVELOPMENT OF THE PORT OF HONGKONG.

RECOMMENDED BY  
JOHN DUNCAN, M. INST. C.E. CHARTERED CIVIL ENGINEER

DRAWING NO 3.  
TO ACCOMPANY REPORT  
BY  
JOHN DUNCAN, M. INST. C.E.

NOTE: ALL SOUNDINGS AND CONTOURS ARE IN  
FATHOMS AND ARE REDUCED TO L.W.O.S.T.



PORT DEVELOPMENT DEPARTMENT  
HONGKONG.  
*John Duncan, M. Inst. C.E.*  
Chartered Civil Engineer  
12<sup>th</sup> December 1922, Port Surveyor.



FORTNIGHTLY CURRENT EXCHANGE AND BULLION OPENING QUOTATIONS DURING THE YEAR 1924.

1924.			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.	Amer. T.T.	Shai 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.	Amer. 4 m/s.				
Fortnight ending	4th Jan. ....	2/4	1015	50 <sup>1</sup> / <sub>8</sub>	Nom.	162 <sup>1</sup> / <sub>2</sub>	110	99 <sup>1</sup> / <sub>2</sub>	136	2/4 <sup>1</sup> / <sub>2</sub>	1075	52 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>1</sup> / <sub>16</sub>	Par.	48.20	50.40
do	18th ,, .....	2/3 <sup>7</sup> / <sub>8</sub>	1050	49 <sup>3</sup> / <sub>8</sub>	,,	162	112 <sup>1</sup> / <sub>2</sub>	99	135 <sup>1</sup> / <sub>2</sub>	2/4 <sup>1</sup> / <sub>2</sub>	1110	52	2/5	33 <sup>1</sup> / <sub>16</sub>	,,	48.80	51.00
do	1st Feb. ....	2/3 <sup>7</sup> / <sub>8</sub>	1070	50 <sup>1</sup> / <sub>8</sub>	,,	163 <sup>1</sup> / <sub>2</sub>	110 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	2/4 <sup>1</sup> / <sub>2</sub>	1130	52 <sup>1</sup> / <sub>8</sub>	2/5	33 <sup>5</sup> / <sub>16</sub>	,,	49.20	51.40
do	15th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	1135	50 <sup>1</sup> / <sub>2</sub>	,,	165	109 <sup>1</sup> / <sub>2</sub>	100	138 <sup>1</sup> / <sub>2</sub>	2/4 <sup>1</sup> / <sub>2</sub>	1195	52 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>1</sup> / <sub>16</sub>	,,	48.60	50.80
do	29th ,, .....	2/3 <sup>7</sup> / <sub>8</sub>	1205	50 <sup>1</sup> / <sub>8</sub>	,,	168	111	99	137	2/4 <sup>1</sup> / <sub>2</sub>	1265	52 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>1</sup> / <sub>16</sub>	,,	48.60	50.80
do	14th Mar. ....	2/4	1135	50 <sup>1</sup> / <sub>8</sub>	,,	168 <sup>1</sup> / <sub>2</sub>	118	99 <sup>3</sup> / <sub>4</sub>	138	2/4 <sup>1</sup> / <sub>2</sub>	1255	52 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>1</sup> / <sub>16</sub>	,,	48.20	50.40
do	28th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	930	50 <sup>1</sup> / <sub>2</sub>	,,	168 <sup>1</sup> / <sub>2</sub>	120 <sup>1</sup> / <sub>2</sub>	101	139 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1030	52 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>1</sup> / <sub>16</sub>	,,	48.00	50.20
do	11th April ....	2/4 <sup>1</sup> / <sub>2</sub>	860	50 <sup>7</sup> / <sub>8</sub>	,,	168 <sup>1</sup> / <sub>2</sub>	122 <sup>1</sup> / <sub>2</sub>	101	139 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	940	53 <sup>1</sup> / <sub>8</sub>	2/5 <sup>7</sup> / <sub>16</sub>	33	,,	47.80	50.00
do	25th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	810	51 <sup>1</sup> / <sub>2</sub>	,,	167	130 <sup>1</sup> / <sub>2</sub>	101	140 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	810	53 <sup>1</sup> / <sub>8</sub>	2/5 <sup>7</sup> / <sub>16</sub>	33	,,	47.00	49.20
do	9th May .....	2/4 <sup>1</sup> / <sub>2</sub>	850	51 <sup>3</sup> / <sub>8</sub>	,,	167 <sup>1</sup> / <sub>2</sub>	128 <sup>1</sup> / <sub>2</sub>	101 <sup>1</sup> / <sub>2</sub>	139 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	910	53 <sup>3</sup> / <sub>8</sub>	2/5 <sup>5</sup> / <sub>16</sub>	33 <sup>5</sup> / <sub>16</sub>	,,	47.20	49.40
do	23rd ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	925	51 <sup>5</sup> / <sub>8</sub>	,,	169 <sup>1</sup> / <sub>2</sub>	129 <sup>1</sup> / <sub>2</sub>	102 <sup>1</sup> / <sub>2</sub>	141 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	985	54 <sup>1</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>1</sup> / <sub>16</sub>	,,	48.60	46.40
do	6th June .....	2/4 <sup>1</sup> / <sub>2</sub>	1010	51 <sup>3</sup> / <sub>8</sub>	,,	170	127	103	142	2/5 <sup>1</sup> / <sub>8</sub>	1070	54	2/5 <sup>1</sup> / <sub>8</sub>	35 <sup>1</sup> / <sub>16</sub>	,,	46.80	49.00
do	20th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	975	51 <sup>7</sup> / <sub>8</sub>	,,	169	126	103	142	2/5 <sup>1</sup> / <sub>8</sub>	1035	53 <sup>7</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>5</sup> / <sub>16</sub>	,,	47.00	49.20
do	4th July .....	2/4 <sup>1</sup> / <sub>2</sub>	1000	51 <sup>3</sup> / <sub>4</sub>	,,	168 <sup>1</sup> / <sub>2</sub>	123 <sup>1</sup> / <sub>2</sub>	102 <sup>1</sup> / <sub>2</sub>	140 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1060	53 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>7</sup> / <sub>16</sub>	,,	47.00	49.20
do	18th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	1015	52	,,	166 <sup>1</sup> / <sub>2</sub>	126 <sup>1</sup> / <sub>2</sub>	102 <sup>1</sup> / <sub>2</sub>	140 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1075	54	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>9</sup> / <sub>16</sub>	,,	46.60	48.80
do	1st Aug. ....	2/4 <sup>1</sup> / <sub>2</sub>	1035	52 <sup>1</sup> / <sub>2</sub>	,,	164	127 <sup>1</sup> / <sub>2</sub>	102 <sup>1</sup> / <sub>2</sub>	140	2/5 <sup>1</sup> / <sub>8</sub>	1095	54 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>1</sup> / <sub>16</sub>	,,	46.20	48.40
do	15th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	960	53 <sup>3</sup> / <sub>8</sub>	,,	166	127 <sup>3</sup> / <sub>4</sub>	101	138 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1020	55 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>1</sup> / <sub>16</sub>	,,	45.60	47.80
do	29th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	990	53 <sup>1</sup> / <sub>2</sub>	,,	165 <sup>1</sup> / <sub>2</sub>	129 <sup>1</sup> / <sub>2</sub>	101 <sup>3</sup> / <sub>4</sub>	139 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1050	55 <sup>1</sup> / <sub>2</sub>	2/5 <sup>7</sup> / <sub>16</sub>	34 <sup>1</sup> / <sub>16</sub>	,,	45.80	48.00
do	12th Sept. ....	2/4 <sup>1</sup> / <sub>2</sub>	1005	53 <sup>3</sup> / <sub>8</sub>	,,	165 <sup>1</sup> / <sub>2</sub>	130	102 <sup>1</sup> / <sub>2</sub>	141 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1065	55 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	—	,,	45.80	48.00
do	26th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	1015	53 <sup>1</sup> / <sub>2</sub>	,,	162 <sup>3</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>2</sub>	102 <sup>1</sup> / <sub>2</sub>	140 <sup>3</sup> / <sub>4</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1075	55 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	—	,,	45.60	47.80
do	10th Oct. ....	2/5 <sup>1</sup> / <sub>8</sub>	1060	54 <sup>1</sup> / <sub>2</sub>	,,	161	141 <sup>1</sup> / <sub>2</sub>	104 <sup>3</sup> / <sub>4</sub>	143 <sup>1</sup> / <sub>2</sub>	2/6 <sup>1</sup> / <sub>8</sub>	1120	56 <sup>7</sup> / <sub>8</sub>	2/6 <sup>1</sup> / <sub>8</sub>	—	,,	44.60	46.80
do	24th ,, .....	2/5	1040	54 <sup>1</sup> / <sub>4</sub>	,,	160 <sup>1</sup> / <sub>2</sub>	140 <sup>1</sup> / <sub>2</sub>	103 <sup>1</sup> / <sub>2</sub>	141	2/5 <sup>1</sup> / <sub>8</sub>	1100	56 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	—	,,	45.20	47.40
do	7th Nov. ....	2/4 <sup>1</sup> / <sub>2</sub>	1040	54 <sup>1</sup> / <sub>2</sub>	,,	159 <sup>1</sup> / <sub>2</sub>	141	102 <sup>1</sup> / <sub>2</sub>	139 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1100	56 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	34 <sup>5</sup> / <sub>16</sub>	,,	45.20	47.40
do	21st ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	1045	54 <sup>3</sup> / <sub>4</sub>	,,	158	141 <sup>3</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>2</sub>	138 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1105	56 <sup>7</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>9</sup> / <sub>16</sub>	,,	44.40	46.60
do	5th Dec. ....	2/4 <sup>1</sup> / <sub>2</sub>	1000	55 <sup>3</sup> / <sub>8</sub>	,,	157	142 <sup>3</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>2</sub>	138	2/5 <sup>1</sup> / <sub>8</sub>	1060	57 <sup>3</sup> / <sub>8</sub>	2/5 <sup>1</sup> / <sub>8</sub>	33 <sup>3</sup> / <sub>8</sub>	,,	44.40	46.60
do	19th ,, .....	2/4 <sup>1</sup> / <sub>2</sub>	1030	55 <sup>1</sup> / <sub>8</sub>	,,	156	142 <sup>3</sup> / <sub>4</sub>	100 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	2/5 <sup>1</sup> / <sub>8</sub>	1090	57 <sup>1</sup> / <sub>8</sub>	2/5	32 <sup>7</sup> / <sub>16</sub>	,,	44.40	46.60

**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 1922.**

YEAR.	BAR SILVER IN LONDON.		EXCHANGE IN HONGKONG.		BANK RATE OF DISCOUNT IN LONDON.	
	Highest	Lowest	Highest	Lowest	Highest	Lowest
1877	58¼	53¼	4¾	3¾	5	2
1878	55¼	49¼	3/11	3/5	6	2
1879	53½ <sup>5</sup> / <sub>8</sub>	48¾	4¼	3½	5	2
1880	52¾	51¾	40/8	37/4	3	2½
1881	53	50¾	39/4	37/8	5	2½
1882	52½	50	39/8	36/8	6	3
1883	51¼	50½ <sup>1</sup> / <sub>8</sub>	38/4	37	5	3
1884	51¾	49½	38/4	36¼	5	2
1885	50	46¾	37	33¾	5	2
1886	47	42	34¾	211½	5	2
1887	47¾	43¼	34½	30½	5	2
1888	44½ <sup>9</sup> / <sub>8</sub>	41¾	31/8	211/8	5	2
1889	44¾	41½ <sup>5</sup> / <sub>8</sub>	32/8	211½	6	2½
1890	54¾	43¾	310/4	30/8	6	3
1891	48¾	43½	3/5	30/8	5	2½
1892	43¾	37¾	30/8	28¾	3½	2
1893	38½ <sup>3</sup> / <sub>8</sub>	30¾	28/8	22/8	5	2½
1894	31¾	27	23/8	111/8	3	2
1895	31½ <sup>6</sup> / <sub>8</sub>	27½ <sup>3</sup> / <sub>8</sub>	22/8	111¼	2	2
1896	31½ <sup>9</sup> / <sub>8</sub>	29¾	22/8	21/4	4	2
1897	29½ <sup>3</sup> / <sub>8</sub>	23¾	21/8	19¾	4	2
1898	28¾	25	111½	19/8	4	2½
1899	29	26¾	111¼	110¾	6	3
1900	30¾	27	21¼	111¼	6	3
1901	29½ <sup>9</sup> / <sub>8</sub>	25	2/1	19¼	6	3
1902	26	21½ <sup>1</sup> / <sub>8</sub>	110/8	16½	4	3
1903	28¾	21½ <sup>1</sup> / <sub>8</sub>	110½ <sup>1</sup> / <sub>8</sub>	16¾	4	2¾
1904	28½ <sup>9</sup> / <sub>8</sub>	24½ <sup>7</sup> / <sub>8</sub>	111½ <sup>1</sup> / <sub>8</sub>	18/8	4	3
1905	30½ <sup>9</sup> / <sub>8</sub>	25½ <sup>1</sup> / <sub>8</sub>	21/8	19½ <sup>3</sup> / <sub>8</sub>	4	2½
1906	33¾	29	23½ <sup>1</sup> / <sub>8</sub>	20/8	6	3½
1907	32½ <sup>9</sup> / <sub>8</sub>	24½ <sup>3</sup> / <sub>8</sub>	23½ <sup>6</sup> / <sub>8</sub>	19¾	7	4
1908	27½ <sup>1</sup> / <sub>8</sub>	22	111¼	1/8	4	2½
1909	24¾	23½ <sup>1</sup> / <sub>8</sub>	19/8	18/8	5	2½
1910	26¼	23¾ <sup>3</sup> / <sub>8</sub>	110¾	18½ <sup>9</sup> / <sub>8</sub>	5	3
1911	26¾	23½ <sup>1</sup> / <sub>8</sub>	110/8	19½ <sup>1</sup> / <sub>8</sub>	4½	3
1912	29½ <sup>1</sup> / <sub>8</sub>	25¾	21½ <sup>1</sup> / <sub>8</sub>	110½ <sup>5</sup> / <sub>8</sub>	5	3
1913	29¾	25½ <sup>5</sup> / <sub>8</sub>	20½ <sup>1</sup> / <sub>8</sub>	1/11	5	4½
1914	27½	22¾	111½	18¼	10	3
1915	27¾	22½ <sup>6</sup> / <sub>8</sub>	111¾	1/9	5	5
1916	37¾	26¼	24¾	111½ <sup>1</sup> / <sub>8</sub>	6	5
1917	55	35½ <sup>1</sup> / <sub>8</sub>	32/8	23½	6	5
1918	49¾	42¾	3/8	211¼	5	5
1919	79¾	47½ <sup>7</sup> / <sub>8</sub>	5/2	3½	6	5
1920	89¾	38¾	6/2	2/11	7	6
1921	43¾	30½ <sup>5</sup> / <sub>8</sub>	31/8	22/8	7	5
1922	37¾	30¾ <sup>3</sup> / <sub>8</sub>	27/8	22/8	5	3
1923	33½ <sup>1</sup> / <sub>8</sub>	30¾	24¼	22/8	4	3
1924	36½ <sup>1</sup> / <sub>8</sub>	31¾	25/8	23/8	4	4

**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, .....	3 "
"    "    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 re- course, .....	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 ..... } Register Ton	20 cents per
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 "	"

## Hongkong Stock Exchange.

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### TARIFF OF CHARGES

TO BE CHARGED TO BUYER AND SELLER

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STOCK VALUE.	BROKERAGE.
Under \$ 7.50 .....	\$0.05 per Share.
At or over 7.50 .....	0.10    "
"      20.00 .....	0.20    "
"      35.00 .....	0.25    "
"      60.00 .....	0.35    "
"      100.00 .....	0.50    "
"      150.00 .....	0.75    "
"      200.00 .....	1.00    "
"      300.00 .....	1.50    "
"      400.00 .....	2.00    "
"      600.00 .....	3.00    "
"      800.00 .....	4.00    "
"      1,000.00 .....	5.00    "

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N.B.—This 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,

P. TESTER,  
*Secretary.*

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N.B.—The above is to come into force from the 1st November, 1922, and cancels all previous Tariffs.

Hongkong, 16th October, 1922.

# HONGKONG STOCK EXCHANGE.

## TARIFF OF CHARGES

ON

### STERLING STOCKS

TO BE CHARGED TO BUYER AND SELLER.

<i>Value of Stock.</i>	<i>Brokerage.</i>
Under 5/- .....	1½d.
5/- and over.....	3d.
20/-     " .....	6d.
60/-     " .....	9d.
100/-    " .....	1/-
150/-    " .....	1/6
200/-    " .....	2/-
400/-    " .....	½ %

*By order of the Committee,*

E. ABRAHAM,  
*Secretary.*

*N.B.*—This List is to come into force from this date and cancels all previous Tariffs  
Hongkong, 15th August, 1921.

The Committee has decided that the following shall be the  
Settlement days for the year 1925:—

Tuesday, .....	20th January
Tuesday, .....	24th February
Tuesday, .....	24th March
Tuesday, .....	28th April
Tuesday, .....	26th May
Tuesday, .....	23rd June
Tuesday, .....	28th July
Tuesday, .....	25th August
Tuesday, .....	22nd September
Tuesday, .....	27th October
Tuesday, .....	24th November
Tuesday, .....	22nd December

*By order of the Committee,*

A. NISSIM,  
*Secretary,*  
*Hongkong Stock Exchange.*

Hongkong, 27th October, 1924.

# HONGKONG STOCK EXCHANGE.

## TARIFF OF CHARGES

ON

### STRAITS DOLLAR STOCKS

TO BE CHARGED TO BUYER AND SELLER.

VALUE OF STOCK.	BROKERAGE.
Under \$1 .....	5 cents.
\$ 1 and over.....	7½ "
\$ 2     ,, .....	10    ,,
\$ 5     ,, .....	15    ,,
\$10    ,, .....	20    ,,
\$20    ,, .....	30    ,,
\$30    ,, .....	50    ,,
\$100   ,, .....	75    ,,
\$300   ,, .....	\$1.00
\$500   ,, .....	\$2.00
\$700   ,, .....	\$3.00

All the above are Straits currency.

*By Order of the Committee,*

P. TESTER,  
*Secretary.*

*N.B.*—This List is to come into force from this date and  
cancels all previous issues.

Hongkong, 21st July, 1920.

# PUBLIC HOLIDAYS, 1925.

Extract from the Holidays Amendment Ordinance 1923.

## SECTION 3.—GENERAL HOLIDAYS.

PUBLIC HOLIDAY:	1925 HOLIDAYS.
Empire Day .....	Monday, 25th May.
<b>GENERAL HOLIDAYS:</b>	
Every Sunday .....	.....
The First week-day in January .....	Thursday, 1st January.
Chinese New Year's Day, or if that day should be a Sunday then the following day .....	Saturday, 24th January.
The first week-day following Chinese New Year's Day, or if Chinese New Year's Day should be a Sunday then the Tuesday following Chinese New Year's Day .. . }	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 week-day in July .....	Wednesday, 1st July.
The First Monday in August .....	Monday, 3rd August.
The Second Monday in October .....	Monday, 12th October.
Armistice Day, or if that day should be a Sunday then the following day .....	Wednesday, 11th 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, or if Christmas Day should be 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.

Officers of the Hongkong General Chamber of Commerce.

From date of Formation in 1861 to 1924.

Year	Chairman	Firm	Vice-Chairman	Firm	Secretary	Asst. Sec.
1861	Alexander Percival	Jardine Matheson & Co.	W. Walkinsaw	Turtur & Co.	J. Johnson	
1862	James MacAndrew	do.	C. W. Murray	Birley & Co.	J. C. Baldwin	
1863	J. J. Mackenzie	Dent & Co.	C. F. Still	Lyall, Still & Co.	J. C. Baldwin	
1864	H. B. Gibb	Gibb, Livingston & Co.	H. B. Leasann	Gilman & Co.	J. C. Baldwin	
1865	H. B. Leumann	Gilman & Co.	H. B. Gibb	Gibb, Livingston & Co.	J. C. Baldwin	
1866	John Dent	Dent & Co.	P. Ryrie	Turner & Co.	Edward Norton	
1867	P. Ryrie	Turner & Co.	W. Nissen	Siomssen & 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. Zimmern	Reiss & 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'hal Bank	A. Noel Blakeman	
1875	P. Ryrie	do.	James Grieg	do.	A. Noel Blakeman	
1876	P. Ryrie	do.	W. Keswick	Jardino, Matheson & Co.	N. B. Denny	
1877	W. Keswick	Jardine Matheson & Co.	H. H. Nelson	Chartered Mercantile	H. L. Denny	
1878	W. Keswick	do.	H. L. Dalrymple	Birley & Co. [Bank	E. George	
1879	W. Keswick	do.	H. H. Nelson	Chartered M' tile Bank	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. Baily	
1885	W. Keswick	do.	P. Ryrie	do.	H. M. Baily	
1886	P. Ryrie	Turner & Co.	A. P. MacEwen	Holiday Wise & Co.	H. M. Baily	
1887	P. Ryrie	do.	A. P. MacEwen	do.	H. U. Jeffries	
1888	P. Ryrie	do.	J. Bell Irving	Jardine, Matheson & Co.	H. U. Jeffries	
1889	P. Ryrie	do.	J. Bell Irving	do.	F. Henderson	
1890	E. Mackintosh	Butterfield & Swire.	A. P. MacEwen	Holiday Wise & Co.	F. Henderson	
1891	E. Mackintosh	do.	J. J. Keswick	Jardine, Matheson & Co.	F. Henderson	
1892	E. Mackintosh	do.	J. J. Keswick	do.	Adam Lind, Acting	
1893	J. J. Keswick	Jardine Matheson & Co.	A. G. Wood	Gibb, Livingston & Co.	F. Henderson	
1894	J. J. Keswick	do.	E. Mackintosh	Butterfield & Swire.	F. Henderson	
1895	A. G. Wood	Gibb, Livingston & Co.	A. McConachie	Gilman & Co.	F. Henderson	
1896	A. McConachie	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. McConachie	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'hal Bank.	C. S. Sharp	Gibb, Livingston & Co.	R. C. Wilcox	
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. E. Law	Butterfield & Swire.	A. R. Lowe	
1904	E. A. Hewett	do.	D. E. 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.	A. G. Wood	do.	E. A. M. Williams	
1909	E. A. Hewett	do.	J. R. M. Smith	Hongkong & S'hal Bank	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.	A. R. Lowe, Acting	
1912	E. A. Hewett, C.M.G.	do.	N. J. Stabb	Hongkong & S'hal Bank	E. A. M. Williams	D. K. Blair
1913	E. A. Hewett, C.M.G.	do.	C. H. Ross	Jardine, Matheson & Co.	E. A. M. Williams	D. K. Blair
1914	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	Gibb, Livingston & Co.	A. R. Lowe, Acting	D. K. Blair
1915	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	do.	E. A. M. Williams	D. K. Blair
1915	D. Landale	Jardine Matheson & Co.	J. W. C. Bonnar	do.	A. R. Lowe, Acting	D. K. Blair
1916	G. T. Edkins	Butterfield & Swire	S. H. Dodwell	Dodwell & Co., Ltd.	E. A. M. Williams	D. K. Blair
1917	P. H. Holyoak	Reiss & Co.	S. H. Dodwell	Dodwell & Co.	E. A. M. Williams	D. K. Blair
1918	P. H. Holyoak	Reiss & Co.	S. H. Dodwell	Dodwell & Co.	E. A. M. Williams	D. K. Blair
1919	S. H. Dodwell	Dodwell & Co.	E. V. D. Parr	P. & O. S. N. Co.	A. R. Lowe, Acting	D. K. Blair
1920	P. H. Holyoak	Reiss & Co.	E. V. D. Parr	Mackinnon Mackenzie & Co.	E. A. M. Williams	D. K. Blair
1921	P. H. Holyoak	Reiss & Co.	A. O. Lang	Gibb, Livingston & Co.	D. K. Blair, Acting	D. K. Blair
1922	A. O. Lang	Gibb, Livingston & Co.	D. G. M. Bernard	Jardine, Matheson & Co.	E. A. M. Williams	D. K. Blair
1923	D. G. M. Bernard	Jardine Matheson & Co.	E. V. D. Parr	Mackinnon Mackenzie & Co.	E. A. M. Williams	M. F. Key
1924	J. Owen Hughes	Harry Wicking & Co.	G. M. Young	Butterfield & Swire	D. K. Blair	M. F. Key
					M. F. Key, Acting	



## CHAMBER'S REPRESENTATIVES ON LEGISLATIVE COUNCIL.

<i>Date of Election</i>	<i>Name of Representative</i>	<i>Firm</i>	<i>How Elected.</i>
1884	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 15th September, on resignation of Mr. MacEwen.
1894	Alexander MacConachie.....	Gilman & Co. ....	Elected 9th June, Mr. Whitehead on leave.
1896	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.
1900	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.
1915	Percy Hobson Holyoak.....	Reiss & Co. ....	Elected on death of Mr. E. A. Hewett, C.M.G. 10th Dec. 1915.
1917	Stanley Hudson Dodwell.....	Dodwell & Co., Ltd. ....	Elected 29th May, Mr. P. H. Holyoak on leave.
1917	Percy Hobson Holyoak.....	Reiss & Co. ....	Returned from leave 31st October, 1917.
1918	Percy Hobson Holyoak.....	do. ....	Returned from leave 24th September, 1918.
1919	Edward Victor David Parr....	Mackinnon Mackenzie & Co..	Elected 13th May, Mr. P. H. Holyoak on leave.
1920	Percy Hobson Holyoak.....	Reiss & Co. ....	Returned from leave 24th March, 1920.
1921	Archibald Orr Lang.....	Gibb Livingston & Co.....	Elected 21st April, 1921. Mr. P. H. Holyoak on leave.
1921	Percy Hobson Holyoak.....	Reiss & Co.....	Returned from leave, 18th June, 1921.
1921	Archibald Orr Lang.....	Gibb Livingston & Co.....	Elected 24th November, 1921, Mr. P. H. Holyoak on leave.
1923	Percy Hobson Holyoak.....	Holyoak, Massey & Co., Ltd.	Returned from leave, 3rd January, 1923.
1924	Percy Hobson Holyoak.....	Holyoak, Massey & Co., Ltd.	---

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F. Key

## RULES AND REGULATIONS.

(CONFIRMED AT THE ANNUAL GENERAL MEETING  
HELD 19TH MAY, 1903, AND REVISED TO  
DECEMBER 31ST, 1922).

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

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

Membership  
and sub-  
scription. III. All Mercantile Firms, and persons engaged  
or interested in the trade of Hongkong or China, shall  
be eligible for admission as Members in the manner  
hereafter described, and on payment of \$200 for Firms,  
and \$100 for single individuals for the current year of  
their election, payable in quarterly instalments, and a  
like annual subscription thereafter, payable in the same  
manner.

IV. Candidates 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.

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

VI. The Committee shall consist of ten Members,  
all of whom shall be British or Representatives of  
British Firms, to be elected at the Annual Meeting of  
the Chamber, and they shall hold Office for one year.  
Vacancies occurring during the year shall be filled 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.

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.

Committee Meetings.

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.

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

Sub-Committees.

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.

By-laws.

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.

Secretary.

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

Annual and Special General Meetings.

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.

All important questions affecting the Port, and its commercial relations with the Republic 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.

Extraordinary General Meetings.

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.

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.

Quorum.

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.

Voting.

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.

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 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. Expulsion of Member.

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. Alteration of Rules.

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

XXV. Any Member who is the subject of a nation, between which and Great Britain a state of war exists shall *ipso facto* cease to be a Member.

BY-LAWS.

(CONFIRMED AT THE ANNUAL GENERAL MEETING  
HELD 19TH MAY, 1903).  
AND AMENDED AT A GENERAL MEETING  
HELD 28TH APRIL, 1914.

Office hours.

I. The office shall be open daily from 9 a.m. to 5 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.

Secretary's duties.

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.

Correspondence.

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

Documents not to be Removed.

IV. No documents belonging to the Chamber shall be removed, nor shall any minute of its proceedings be made public without an order of the Committee and no Member shall be entitled to view any unpublished correspondence or records of the Chamber except at the discretion of the Committee.

General Meeting Notice.

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.

Revenue other than Subscriptions.

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.

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.

Corresponding  
and Arbitration  
Committees.

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.

Appointment  
of outside  
Arbitrators

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.

Arbitration  
Fees.

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.

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.

Terms of  
Arbitration  
Committee  
to enforce.

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.

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.

Construction  
of By-laws.

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

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

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Notice of  
Meeting.

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.

Proposal of  
Candidates.

2. Notice in writing of the names of Candidates, and of their proposers and seconders, to be lodged with the Secretary at least 28 hours before the time appointed for holding the General Meeting.

Voting.

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.

Order of  
speeches.

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.

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

10. In the case of an equality of votes between Case of equality the Candidates standing highest in the Poll, the Ballot of votes. 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.

**HONGKONG GENERAL CHAMBER OF COMMERCE  
STANDARD FORM OF FANCY PIECE GOODS  
CONTRACT WITH LIST OF  
SIGNATORIES THERETO.**

**Piece Goods Agreement.**

**W**E, the undersigned, hereby declare and agree that in conformity with resolutions passed at a Meeting of Piece Goods Importers held on 22nd March, 1915, we will not ourselves, or through our Compradore or other Agents, sell or offer for sale Piece Goods or Fancy Piece Goods embracing Woven Figured and Printed Textiles in Hongkong except on a strict Cash Basis.

We further agree that we will strictly adhere to and enforce the terms of the Hongkong General Chamber of Commerce Standard Form of Fancy Piece Goods Contract as set forth below, or any subsequently agreed modification thereof.

**Hongkong General Chamber of Commerce.**

Standard Form of Fancy Piece Goods Contract adopted by the  
Hongkong General Chamber of Commerce,  
14th December, 1922.

No. ....

Hongkong, .....192 .

Dear Sirs,—We confirm Purchase from you this day of the undermentioned goods on the following terms and conditions:—

*Shipment* ..... *a margin of 10 days' grace to be allowed.*

*Broker* .....

*Clearance, within* ..... *months.*

*Terms, Cash before delivery* .....

**Conditions.**

1. Not more than four months' clearance including free godown, insurance, etc. will be allowed from date of arrival or sale from stock after which date the buyer shall pay 9% per annum which shall cover interest, godown, insurance and all charges; the seller's right on buyer's failure to perform his obligation at due date of clearance shall be wholly unaffected by the provision for payment of the nine per cent. hereinbefore contained. Buyers to have 10 days' grace without payment, eleven days' interest, etc. to be paid on the eleventh day.

2. On the arrival of the goods the sellers shall immediately inform the buyers in writing of the number of packages, marks and numbers, the yardage, the name of the steamer and also supply to the buyers a shipment sample of the goods.

3. Sellers are not responsible for delay in shipment or non-fulfilment of contract if occasioned by Strikes, Fire, Floods, War or Civil Commotions, or any other circumstances beyond their control, and the certificate of any British Chamber of Commerce or other representative Trade Corporation as to the cause of delay in shipment or non-fulfilment of contract shall be conclusive evidence thereof.

Should the delay due to the above causes be for a longer period than one month excluding the above 10 days' grace, the buyers shall have the option of cancelling or accepting the delayed portion of the contract which option must be exercised within two days (local official holidays excepted) of the receipt of notification.

4. (a) Any dispute regarding quality, shade, finish, design, packing, delivery, etc. not settled amicably shall be referred to arbitrators to be appointed by the Hongkong General Chamber of Commerce, and their finding shall be binding on both parties.

(b) Late shipment or non-arrival of one or more lots not to affect other shipments under this contract.

5. Any goods not taken delivery of within the time specified shall remain at buyer's risk, excluding fire insurance and such risks as may be caused by negligence on the part of the sellers.

6. The conditions of this contract shall be expressed in both English and Chinese languages, but no terms of this contract other than those expressed in the English language shall affect or be binding on the sellers.

These clauses shall not be varied or affected in any way by Chinese or other characters written or chopped on them by any persons purporting to be acting on behalf of either party.

(A Chinese translation of this Contract appears on the next page.)

# 茲將一千九百二十一年西商務局新訂雜色疋頭新

## 合同條件列下

落船時期有十天寬限現銀出貨

(一) 花貨由貨到日起現貨由立單日起倉期不過四個月不計倉租燕梳等費過期納週息九厘彌補利息倉租燕梳等費但到期日賣家有權催迫出貨買家不得藉口有納週息九厘條件任便延期也買家〔於四個月外〕仍有十天寬限惟至十一天則納足十一天利息

(二) 貨到賣家即要函知買家詳列所到件數嚶頭號數碼數船名及將到貨辦送到買家  
 (三) 倘遇有罷工水火兵事內亂或其他人力不及意外賣家不担任延期落船或不能履行合同上列各意外如有英商局或其他商社憑照証明延期落船或不能履行合同原因便作鐵証倘因上列各意外延期過一個月〔上述十天寬限不計在內〕買家有權將該延期之貨任由棄取但限收到賣家通告二天內〔公衆假期日不計〕買家要聲明決實棄取

(四) 〔甲〕 倘因質地顏色工作花式裝頭交貨等件不對不能自行和平了結則由西商

局指任公証人判決兩方面必須遵守  
 〔乙〕 此合同倘有一期或不祇一期遲付船或不能到貨與別期無涉

(五) 到期不出之貨買家自負意外但火燭燕梳及其他意外因賣家方面放棄而致然者不計在內

(六) 此合同條件中英文合璧但除英文外賣家不受別樣文字縛束並無論何人自稱代某方面筆寫或加給印中文或別樣文字各條件亦不得作為更改

**Alphabetical List of Signatories.**

September/November, 1924.

- |  |                                   |
|--|-----------------------------------|
| Alex. Ross & Co. (China), Ltd.                   | Jebsen & Co.                      |
| Alves & Co., Ltd., J. M.                         | Keller, Kern & Co., Ltd.          |
| Andersen, Meyer & Co., Ltd.                      | Kelley & Co., Ltd.                |
| Arculli Bros.,                                   | Kitting & Co.                     |
| Arnhold & Co., Ltd.                              | Krebs & Co., Henri.               |
| Asiatic Trading Co., Ltd.                        | Lepack Co., Ltd.                  |
| Banker & Co., Ltd.                               | Lim & Co., J. A.                  |
| Bitzer & Co.                                     | Lloyd & Co., Ltd., J. T.          |
| Blair & Co.                                      | Loxley & Co., W. R.               |
| Bodiker, Carl & Co.                              | Manners & Co., Ltd., John         |
| Bornemann & Co.                                  | Maxim & Co.                       |
| Botelho Bros.                                    | Melchers & Co., Wm.               |
| Bradley & Co., Ltd.                              | Meyer, Carl                       |
| Canton Trading Association, Ltd.                 | Meyerink & Co., Wm.               |
| Carlowitz & Co.                                  | Montgomery, Ollerton & Co.        |
| Carroll & Co.                                    | Moses & Co., Ltd., S.             |
| Castro & Co., Ltd., H. A.                        | Moulder & Co., Ltd., A. B.        |
| Chau Yue Teng                                    | Nam Hing Yuen Hong                |
| China Mercantile Co., The                        | Nemazee, H. M. H.                 |
| Chiu Bros.                                       | Oriental Commercial Co.           |
| Colonial Commercial & Engineer-<br>ing Co., Ltd. | Oriental Overseas Co.             |
| Cooper & Co.                                     | Pinguet & Co., P. M.              |
| Davie, Boag & Co., Ltd.                          | Pittendrigh & Co.                 |
| David & Co., Ltd., S. J.                         | Prosperity Trading Co., Ltd., The |
| Dickson, Parker & Co., Ltd.                      | Ribeiro & Co., Oscar F.           |
| Dodwell & Co., Ltd.                              | Ribeiro Son & Co.                 |
| Europe-Asia Trading Co.                          | Robertson, Wilson & Co., Ltd.     |
| Forbes & Co., Ltd., Andrew                       | Rocha & Co., J. M. da             |
| Fung Tang  | Rudolf, Wolff & Kew, Ltd.         |
| General Commercial Co.                           | Sander, Wieler & Co.              |
| Gibb, Livingston & Co., Ltd.                     | Sassoon & Co., Ltd., David        |
| Gilman & Co., Ltd.                               | Setna & Co., S. D.                |
| Goeke & Co., A.                                  | Shewan & Co., W.                  |
| Gosho Kabushiki Kaisha                           | Shewan Tomes & Co.                |
| Gregory & Co., T. W.                             | Siemssen & Co.                    |
| Griffith, Ltd., T. E.                            | Silva, Netto & Co.                |
| Heinemann, Rudolf                                | Skott & Co., H.                   |
| Henry & Co., Ltd., A. & S.                       | Sousa & Co., Ltd., De             |
| Holland China Trading Co.                        | Suzuki & Co., Ltd.                |
| Holyoak, Massey & Co., Ltd.                      | Talati, M. P.                     |
| Hongkong Import & Export Pro-<br>duce Co., The   | Thomas & Co., H. T.               |
| Hughes & Hough, Ltd.                             | Thoresen & Co., Ltd.              |
| Humphreys & Co., W. G.                           | Toyo Menka Kaisha, Ltd.           |
| Hutchison & Co., J. D.                           | "Transmarina" Trading Co., Ltd.   |
| Huygen, G. E.                                    | Union Trading Co., Ltd.           |
| Ip Tak & Co.                                     | Wa Fat & Co.                      |
| Japan Cotton Trading Co.                         | Wheen & Sons, Ltd., Edward        |
| Jardine, Matheson & Co., Ltd.                    | Wicking & Co., Harry              |
|  | World Mercantile Co., The         |
|  | Wyesen Co., The                   |

## LIST OF MEMBERS, 1924—1925.

1 MR. G. K. HALL BRUTTON	9 MR. LO CHEUNG SHIU
2 SIR C. P. CHATER, C.M.G.	10 " W. LOGAN
3 MR. L. DUNBAR	11 " H. M. H. NEMAZEE
4 " A. C. FRANKLIN, F.I.C.	12 HON. SIR H. E. POLLOCK, K.C.
5 " GEO. GRIMBLE	13 MR. A. G. DA ROCHA
6 MR. HO FOOK	14 " M. P. TALATI
7 SIR ROBERT HO TUNG	15 " S. T. WILLIAMSON
8 MR. J. JACK	
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16 MESSRS. A. B. THE SWEDISH TRADING Co., IN CHINA, LTD.	45 MESSRS. CHINA & JAPAN TELEPHONE & ELECTRIC Co., LTD.
17 " ALVES, J. M. & Co., LTD.	46 " THE CHINA COMMERCIAL Co., LTD.
18 " ANDERSEN MEYER & Co., LTD.	47 " CHINA FIRE INSURANCE Co., LTD.
19 " APCAR, A. V. & Co., LTD.	48 " CHINA LIGHT & POWER Co., LTD.
20 " ARCELLI BROS.	49 " CHINA MERCHANTS STEAM NAVIGATION Co.
21 " ARNHOLD & Co., LTD.	50 " CHINA PROVIDENT LOAN & MORTGAGE Co., LTD.
22 " ASIATIC PETROLEUM Co., (SOUTH CHINA) LTD.	51 " CHINA SUGAR REFIN- ING Co., LTD.
23 " BAILEY, W. S. & Co., LTD.	52 " CHUN ON FIRE INSUR- ANCE Co., LTD.
24 " BANKER & Co., LTD.	53 " COMMERCIAL UNION ASSURANCE Co., LTD.
25 " THE BANK LINE LTD.	54 " COMPAGNIE DES MES- SAGERIES MARITIMES.
26 " BANK OF TAIWAN, LTD.	55 " COMPAGNIE OPTORG
27 " BANK OF EAST ASIA, LTD.	56 " CONNELL BROS. & Co.
28 " BANQUE DE L'INDO CHINE	57 " CURRIMBOY & Co., LTD.
92 " BODIKER & Co., N. V. CARL	58 " DAIRY FARM ICE AND COLD STORAGE Co., LTD.
30 " BORNEMANN & Co.	59 " DAVID, S. J. & Co.
31 " BOTELHO BROS.	60 " DAVIE, BOAG & Co., LTD.
32 " BRADLEY & Co., LTD.	61 " DEACONS
33 " BRITISH AMERICAN TOBACCO Co., (CHINA) LTD.	62 " DICKSON PARKER & Co., LTD.
34 " BRUNNER MOND & Co., (CHINA) LTD.	63 " DODWELL & Co., LTD.
35 " BUTTERFIELD & SWIRE	64 " DONNELLY & WHYTE
36 " CALDBECK MACGREGOR & Co., LTD.	65 " DOUGLASS, S. Co., LTD.
37 " CANADIAN PACIFIC STEAMSHIPS, LTD.	66 " EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH Co., LTD.
38 " CANTON INSURANCE OFFICE LTD.	67 " FIRE INSURANCE AS- SOCIATION OF H'KONG
39 " CANTON TRADING AS- SOCIATION	
40 " CARLOWITZ & Co.	
41 " CARMICHAEL & CLARKE	
42 " CENTRAL AGENCY, LTD.	
43 " CHARTERED BANK OF INDIA, AUSTRALIA & CHINA	
44 " CHAU YUE TENG	

## LIST OF MEMBERS.—Continued.

68	MESSRS. FLATOW, W. R.	100	MESSRS. HUMPHREYS, W. G. & Co.
69	" FUNG TANG	101	" HUTCHISON, J. D. & Co.
70	" GENERAL ELECTRIC Co. OF CHINA LTD.	102	" INDO CHINA S.N. Co., LTD.
71	" GERIN DREVARD & Co.	103	" INTERNATIONAL BANK- ING CORPORATION
72	" GETZ BROS. & Co., OF THE ORIENT, LTD.	104	" IP TAK & Co.
73	" GIBB, LIVINGSTON & Co., LTD.	105	" JARDINE ENGINEER- ING CORPORATION, LTD.
74	" GILMAN & Co., LTD.	106	" JARDINE, MATHISON & Co., LTD.
75	" GODDARD & DOUGLAS	107	" JAVA CHINA JAPAN LIJN
76	" GREEN ISLAND CEMENT Co., LTD.	108	" JEBSEN & Co.
77	" GREGORY, T. M. & Co.	109	" JOHNSON, STOKES & MASTER
78	" T. E. GRIFFITH, LTD.	110	" KAILAN MINING AD- MINISTRATION
97	" HANCOCK, A. & S.	111	" KELLER, KERN & Co., LTD.
80	" HANDELMAATSCHAPPY " TRANSMARINA "	112	" LAMMERT BROS.
81	" HANNIBAL, W. A. & Co.	113	" LANE CRAWFORD, LTD.
82	" HENRY & Co., LTD. A. & S.	114	" LEIGH & ORANGE
83	" HIMLY & Co.	115	" LEPACK & Co., LTD.
84	" HOLLAND CHINA TRAD- ING Co.	116	" THE LIVERPOOL AND LONDON AND GLOBE INSURANCE Co., LTD.
85	" HOLYOAK, MASSEY & Co., LTD.	117	" LOWE, BINGHAM & MATTHEWS
86	" HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.	118	" LOXLEY, W. R. & Co.
87	" HONGKONG & CHINA GAS Co., LTD.	119	" MACAO ELECTRIC LIGHTING Co., LTD.
88	" HONGKONG ELECTRIC Co., LTD.	120	" MACKINNON, MACKEN- ZIE & Co.
89	" HONGKONG ENGINEER- ING & CONSTRUCTION Co., LTD.	121	" MANNERS & Co., LTD.
90	" HONGKONG FIRE IN- SURANCE Co., LTD.	122	" MARINE INSURANCE ASSOCIATION OF HONGKONG
91	" HONGKONG & SHANG- HAI HOTELS, LTD.	123	" MAXIM & Co.
92	" HONGKONG & KOWLOON WHARF & GODOWN Co., LTD.	124	" MELCHERS & Co.
93	" HONGKONG LAND IN- VESTMENT & AGENCY Co., LTD.	125	" MERCANTILE BANK OF INDIA LTD.
94	" H'KONG ROPE MANU- FACTURING Co., LTD.	126	" WM. MEYERINK & Co.
95	" HONGKONG & SHANG- HAI BANKING COR- PORATION.	127	" MING KEE HONG
96	" HONGKONG TRAMWAYS LTD.	128	" MITSUBISHI SHOJI KAI- SHA
97	" HONGKONG & WHAM- POA DOCK Co., LTD.	129	" MITSUI BUSSAN KAI- SHA, LTD.
98	" HUGHES & HOUGH	130	" MOSES, N. S. & Co. LTD.
99	" G. E. HUYGEN	131	" MOULDER, A. B. & Co., LTD.
		132	" MOXON AND TAYLOR
		133	" MUSTARD & Co.

## LIST OF MEMBERS.—Continued.

134	Messrs. NAM HING YUEN HONG	159	Messrs SHUI ON S.S. Co., LTD.
135	„ NESTLE ANGLO SWISS CONDENSED MILK Co.	160	„ SIEMSEN & Co.
136	„ NETHERLANDS TRADING SOCIETY	161	„ SILVA-NETTO & Co.
137	„ NETHERLANDS INDIA COMMERCIAL BANK	162	„ SKOTT, H. & Co.
138	„ NEW ZEALAND INSURANCE Co., LTD.	163	„ SOCIETE FRANCAISE DE GERANCE DE LA BANQUE INDUSTRIELLE DE CHINE
139	„ NIPPON YUSEN KAISHA	164	„ DE SOUSA & Co.
140	„ ORIENT TOBACCO MANUFACTORY	165	„ SOUTH BRITISH INSURANCE Co., LTD.
141	„ OSAKA SHOSEN KAISHA	166	„ SOUTH CHINA PRODUCE Co.
142	„ PACIFIC MAIL S. S. Co.	167	„ STANDARD OIL Co. OF NEW YORK
143	„ PENTREATH & Co.	168	„ STEWART BROS.
144	„ PERCY SMITH, SETH & FLEMING	169	„ SUZUKI & Co.
145	„ PINGUET & Co., P. M.	170	„ TAISHING PAPER MFG. Co. LTD.
146	„ THE P. & O. BANKING CORPORATION, LTD.	171	„ TESTER & ABRAHAM
147	„ REUTER BROCKELMANN & Co.	172	„ THE TEXAS Co.
148	„ ROBERT DOLLAR Co.	173	„ THOMAS COOK & SON
14	„ ROBERTSON, WILSON & Co.	174	„ THORESEN & Co.
150	„ ROCHA, J. M DA & Co.	175	„ TOYO KISEN KAISHA
151	„ ROSS, ALEX. & Co., (CHINA) LTD.	176	„ UNION INSURANCE SOCIETY OF CANTON
152	„ ROYAL INSURANCE Co., LTD.	177	„ UNION TRADING Co., LD.
153	„ RUDOLF WOLFF & KEW, LTD.	178	„ UNION WATERBOAT Co., LTD.
154	„ RUSSO-ASIATIC BANK.	179	„ UNITED ASBESTOS ORIENTAL AGENCY LD.
155	„ SANDER, WIELER & Do.	180	„ VACUUM OIL Co.
156	„ SASSOON, DAVID & Co., LTD.	181	„ WATSON, A. S. & Co., LTD.
157	„ SASSOON, E.D. & Co., LTD.	182	„ EDWARD WHEEN & SONS, LTD.
158	„ SHEWAN, TOMES & Co.	183	„ WICKING, HARRY & Co.
		184	„ WILKINSON & GRIST
		185	„ YOKOHAMA SPECIE BANK LTD.



## A BUSINESS DIRECTORY.

*The following is a classified list of Members of the Chamber.*

*In each case "Hongkong" is a sufficient address.*

**Accountants and Auditors:**

Lowe, Bingham & Matthews.  
Percy Smith, Seth & Fleming.

**Analysts:**

A. C. Franklin, F.I.C.

**Aerated Water Manufacturers:**

A. S. Watson & Co., Ltd.

**Architects & Surveyors:**

Leigh & Orange.  
(*see also Marine Surveyors*)

**Asbestos Dealers:**

United Asbestos Oriental  
Agency, Ltd.

**Auctioneers:**

Hughes & Hough.  
Lammert Bros.  
A. G. Da Rocha.

**Banks:**

Bank of East Asia, Ltd.  
Bank of Taiwan, Ltd.  
Banque De L'Indo Chine.  
Chartered Bank of India,  
Australia & China.  
Hongkong & Shanghai Bank-  
ing Corporation.  
International Banking Cor-  
poration.  
Mercantile Bank of India, Ltd.  
Netherlands India Commer-  
cial Bank.  
Netherlands Trading Society.  
P. & O. Banking Corporation,  
Ltd.  
Russo-Asiatic Bank.  
Societe Francaise de Gerance  
de la Banque Industrielle  
de Chine.  
Thos Cook & Son (Bank), Ltd.  
Yokohama Specie Bank, Ltd.

**Barristers-at-Law:**

The Hon. Sir Henry Pollock,  
K.B.E., K.C.

**Brokers:**

A. & S. Hancock.  
W. Logan.  
Moxon & Taylor.  
Stewart Bros.  
Tester & Abraham.

**Building Contractors:**

Hongkong Engineering & Con-  
struction Co., Ltd.

**Cement Manufacturers:**

Green Island Cement Co., Ltd.

**Chemists & Druggists:**

A. S. Watson & Co., Ltd.

**Chemical Manufacturers:**

Brunner Mond & Co. (China),  
Ltd.

**Coal Contractors:**

Bradley & Co., Ltd.  
Jardine, Matheson & Co., Ltd.  
Kailan Mining Administration.  
Mitsubishi Shoji Kaisha, Ltd.  
Mitsui Bussan Kaisha, Ltd.  
Suzuki & Co.

**Dairies:**

Dairy Farm Ice & Cold  
Storage Co., Ltd.

**Dock Companies:**

W. S. Bailey & Co., Ltd.  
Hongkong & Whampoa Dock  
Co., Ltd.  
Taikoo Dockyard & Engineer-  
ing Co., Ltd.

**Drapers:**

Lane Crawford, Ltd.

**Electric Companies:**

China & Japan Telephone &  
Electric Co., Ltd.  
China Light & Power Co.  
(1918), Ltd.  
General Electric Co. of China,  
Ltd.  
Hongkong Electric Co., Ltd.

Hongkong Tramways, Ltd.  
**Engineers & Shipbuilders:**  
 W. S. Bailey & Co., Ltd.  
 Hongkong & Whampoa Dock  
 Co., Ltd.  
 Jardine Engineering Corpora-  
 tion, Ltd.  
 Taikoo Dockyard & Engineer-  
 ing Co., Ltd.  
**Estate Agents:**  
 China Provident Loan &  
 Mortgage Co., Ltd.  
 Hongkong Land Investment &  
 Agency Co., Ltd.

**Flour Broker:**

L. Dunbar.

**Flour Merchants:**

Dodwell &amp; Co., Ltd.

H. Skott &amp; Co.

**Forwarding Agents:**

Thos Cook &amp; Son, Ltd.

**Gas Companies:**Hongkong & China Gas Co.,  
Ltd.**Hotels:**Hongkong & Shanghai Hotels,  
Ltd.**Godown Companies:**China Provident Loan &  
Mortgage Co., Ltd.Hongkong & Kowloon Wharf  
& Godown Co., Ltd.**Ice Works & Cold Storage:**Dairy Farm Ice & Cold  
Storage Co., Ltd.**Import & Export Merchants &  
Commission Agents.**

*Unless otherwise stated it may  
be taken that the firms in this  
list handles all articles of general  
Import & Export:*

*'I' signifies that a firm is in-  
terested in Import only;*

*'E' signifies that a firm is in-  
terested in Export only.*

*No indication signifies that a  
firm is interested in both import  
and export.*

Alex Ross & Co. (China), Ltd.  
*Specially interested in Piece Goods.*

J. M. Alves & Co., Ltd.  
 Andersen Meyer & Co., Ltd.  
 A. V. Apar & Co., Ltd.  
 Arculli Bros.  
 Arnhold & Co., Ltd.

Banker & Co., Ltd.  
*P. O. Box No. 536, Tel. Add.  
 "Banker." Reference: Bank  
 of Canton, Ltd.*

N. V. Carl Boediker & Co.

Bornemann & Co.  
*Specially interested in Duck and  
 Goose feathers.*

Botelho Brothers.  
 Bradley & Co., Ltd.  
 Canton Trading Association.  
 Carlowitz & Co.

Central Agency, Limited.  
*Importers of sewing cotton  
 threads of J. & P. Coats, Ltd.  
 and affiliated Companies.*

Chau Yue Teng.  
*General Merchant, Importer,  
 Exporter & Shipping Agent.*

('I') Compagnie Optorg.  
*All offers should be made to the  
 Head Office, 63, Avenue des  
 Champs Elysees, Paris.*

China Commercial Co.  
*Specially interested in Chemicals,  
 Metals and Ores.*

Connell Brothers Co.  
*Agents for Libby, McNeil &  
 Libby, Centennial Mill Co.,  
 Corn Products Refining Co.,  
 Albers Bros. Milling Co.,  
 Royal Baking Powder Co.,  
 R. E. Dietz & Co., Ltd.*

Currimbhoy & Co.  
 S. J. David & Co.

Davie, Boag & Co., Ltd.  
Specially interested in Export of  
all classes of new and second  
hand gunny bags.

Dickson, Parker & Co., Ltd.  
Dodwell & Co., Ltd.

W. R. Flatow Representing  
W. R. Grace & Co.  
Specially interested in Exports  
of Tin, Oils, Cassia, and other  
China Products, and in Import  
of Metal Products, Flour and  
Piece Goods.

Fung Tang.  
Specially interested in export of  
Tin, Oils, Cassia and other China  
products, and in import of Metal  
Products, Flour and Piece Goods.

(‘E’) Gerin Drevard & Co.  
Getz Bros. of the Orient, Ltd.  
Gibb, Livingston & Co., Ltd.  
Gilman & Co., Ltd.  
T. M. Gregory & Co.

T. E. Griffith, Ltd.  
Importers of Piece Goods, Metals  
and Art Silk, Cotton and  
Woollen Yarns.  
Exporters of Silk Piece Goods,  
China Produce and Hides.

Handelmaatschappy “Trans-  
marina.”  
W. A. Hannibal & Co.  
A. & S. Henry & Co.  
Himly & Co.  
Holland China Trading Co.

Holyoak, Massey & Co., Ltd.  
Hongkong, Canton, Shanghai,  
Chefoo.

Exporters of Raw Silk, Waste  
Silk and Silk Piece Goods.  
Importers of Raw Cotton and  
Cotton & Woollen manufac-  
tured goods.

Open to consider any first class  
buying and selling agency.

Hughes & Hough, Ltd.  
W. G. Humphreys & Co.  
J. D. Hutchison & Co.  
All kinds of Imports, e.g., Piece  
Goods, Metals, Provisions,  
Hardware and Sundries.  
Principal lines of Export:—  
Ginger & Soy.

No Machinery Department. Not  
interested in Motor Cars or their  
accessories.

G. E. Huygen.

Ip Tak & Co.  
Specially interested in the  
Importation of Iron and Steel  
Products, Lead, Quicksilver  
Liquor, Paper, Piece Goods,  
Chemicals, and the Exportation  
of Cassia, Mats, Tin and Zinc.

Jardine, Matheson & Co., Ltd.  
Jebsen & Co.  
Keller Kern & Co., Ltd.

(‘I’) Lane Crawford, Ltd.  
General Retail Departmental  
Store.  
High Class European, American  
and Australian goods only.

W. R. Loxley & Co.  
Interested in all articles of  
General Import & Export.

John Manners & Co., Ltd.

Maxim & Co.  
Export all lines of China  
Produce and Siam and Saigon  
Rices.

Import Iron and Steel Products  
and Hardware  
Correspondence invited.

Melchers & Co.  
Wm. Meyerink & Co.  
Ming Kee Hong.  
Mitsui Bussan Kaisha, Ltd.

A. B. Moulder & Co., Ltd.  
*Specially interested in China  
Produce and Rice Export.*

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N. S. Moses & Co., Ltd.

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(‘I’) Mustard & Co.  
Nam Hing Yuen Hong.  
H. M. H. Nemazee.  
Nestle Anglo-Swiss Condensed  
Milk Co.

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Pentreath & Co.  
*Specially interested in Sugar.*

---

P. M. Pinguet & Co.

---

Reuter, Brockelmann & Co.  
*Handle all articles of General  
Import and Export.*

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Robertson, Wilson & Co., Ltd.

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J. M. Da Rocha & Co.  
*Specialises in Rice, Firecrackers  
and Essential Oils.*

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Rudolf Wolff & Kew, Ltd.  
*Specially interested in Chinese  
Tin, Ores, Old Non-Ferrous  
Metals, Fancy Feathers, Hides  
and Deerskins.*

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David Sassoon & Co., Ltd.  
Shewan Tomes & Co.  
Silva-Netto & Co.  
Siemssen & Co.  
H. Skott & Co.  
Da Sousa & Co.

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South China Produce Co.  
*Import: Specially interested in  
old Newspapers.*  
*Export: Cassia, Rice and Wood  
Oil.*

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Suzuki & Co., Ltd.  
A. B. The Swedish Trading Co.  
in China, Ltd.  
M. P. Talati.  
Thoresen & Co., Ltd.

Union Trading Co., Ltd.  
Edward Wheen & Sons.  
Harry Wicking & Co.  
S. T. Williamson & Co.  
*Specially interested in Coal,  
Flour, Rice and all  
manufactured goods.*

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**Insurance Companies &  
Associations:**

Canton Insurance Office, Ltd.  
China Fire Insurance Co., Ltd.  
Chun On Fire Insurance Co.,  
Ltd.  
Commercial Union Assurance  
Co., Ltd.  
Fire Insurance Association of  
Hongkong.  
Hongkong Fire Insurance Co.,  
Ltd.  
Liverpool & London & Globe  
Insurance Co., Ltd.  
Marine Insurance Association  
of Hongkong & Canton.  
New Zealand Insurance Co.,  
Ltd.  
Royal Insurance Co., Ltd.  
South British Insurance Co.,  
Ltd.  
Union Insurance Society of  
Canton, Ltd.

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**Machinery Agents & Con-  
tractors:**

Bradley & Co., Ltd.  
Carmichael & Clarke.  
Dodwell & Co., Ltd.  
General Electric Co. of China,  
Ltd.  
W. G. Humphreys & Co.  
Jardine Engineering Corpora-  
tion, Ltd.  
Reuter, Brockelmann & Co.  
Alex. Ross & Co. (China), Ltd.

**Marine Surveyors:**

Carmichael & Clarke.  
Goddard & Douglas.

**Mining Companies:**

Kailan Mining Administration.  
**Oil Companies:**  
Asiatic Petroleum Co. (South  
China), Ltd.

- Standard Oil Company of  
New York.  
The Texas Company.  
Vacuum Oil Company.
- Paper Manufacturers:**  
Taishing Paper Manufac-  
turing Co., Ltd.
- Rope Manufacturers:**  
Hongkong Rope Manufac-  
turing Co., Ltd.
- Public Utility Companies:**  
China & Japan Telephone  
& Electric Co., Ltd.  
China Light & Power Co., Ltd.  
Dairy Farm Ice & Cold  
Storage Co., Ltd.  
General Electric Co. of China,  
Ltd.  
Hongkong Electric Co., Ltd.  
Hongkong & China Gas Co.,  
Ltd.  
Hongkong Tramways, Ltd.  
Macao Electric Lighting Co.,  
Ltd.
- Shipping Offices:**  
Arnhold & Co., Ltd.  
Bank Line, Ltd.  
Banker & Co., Ltd.  
British India Steam Naviga-  
tion Co., Ltd.  
Butterfield & Swire.  
Canadian Pacific Steamships,  
Ltd.  
Chau Yue Teng.  
China Merchants Steam Navi-  
gation Co.  
China Navigation Company.  
Dodwell & Co., Ltd.  
Douglas Steamship Co., Ltd.  
Gibb, Livingston & Co., Ltd.  
Hongkong, Canton & Macao  
Steamboat Co., Ltd.  
Indo-China Steam Navigation  
Co., Ltd.  
Jardine, Matheson & Co., Ltd.  
Java-China-Japan Line.
- Mackinnon, Mackenzie & Co.  
Messageries Maritimes.  
Mitsui Bussan Kaisha, Ltd.  
H. M. H. Nemazee.  
Nippon Yusen Kaisha.  
Osaka Shosen Kaisha.  
Pacific Mail S.S. Co.  
Peninsular & Oriental S. N.  
Co., Ltd.  
Reuter, Brockelmann & Co.  
Shewan Tomes & Co.  
Shui On S.S. Co., Ltd.  
Thoresen & Co.  
Toyo Kisen Kaisha.  
Thos. Cook & Son, Ltd.  
S. T. Williamson & Co.
- Shipbuilders:**  
(*see Engineers and Shipbuilders*)
- Solicitors & Notaries:**  
Deacons.  
G. K. Hall-Brutton.  
Johnson, Stokes & Master.  
Wilkinson & Grist.
- Sugar Refineries:**  
China Sugar Refining Co., Ltd.  
Taikoo Sugar Refining Co.,  
Ltd.
- Telegraph Companies:**  
Eastern Extension Australasia  
& China Telegraph Co.,  
Ltd.
- Tobacco Manufacturers:**  
British American Tobacco Co.  
(China), Ltd.  
Oriental Tobacco Manufac-  
tory.
- Waterboat Companies:**  
Union Waterboat Co., Ltd.
- Wine & Spirit Merchants:**  
Bradley & Co., Ltd.  
Caldbeck Macgregor & Co.,  
Ltd.  
Donnelly & Whyte.  
Lane Crawford, Ltd.  
A. S. Watson & Co., Ltd.

