



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1889

REPORT

OF THE

COMMITTEE

OF THE

HONGKONG GENERAL CHAMBER OF COMMERCE

FOR THE

*Year ending 31st December, 1889.*

PRESENTED TO THE MEMBERS

AT THE

ANNUAL MEETING HELD ON 20th MARCH, 1890.



HONGKONG:

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COMMITTEE, 1890.

(Elected, 20th March, 1890.)

E. MACKINTOSH, Esq., *Chairman.*  
Hon. A. P. MACÉWEN, *Vice-Chairman.*  
W. H. FORBES, Esq.  
R. M. GRAY, Esq.  
H. HOPPIUS, Esq.

Hon. J. J. KESWICK.  
ST. C. MICHAELSEN, Esq.  
G. E. NOBLE, Esq.  
Hon. P. RYRIE.

F. HENDERSON,  
*Secretary.*

ARBITRATION COMMITTEE, 1890.

W. H. FORBES, Esq.  
R. M. GRAY, Esq.  
Hon. A. P. MACÉWEN.

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

CORRESPONDING COMMITTEE, 1890.

E. MACKINTOSH, Esq.  
Hon. A. P. MACÉWEN.  
W. H. FORBES, Esq.  
R. M. GRAY, Esq.  
H. HOPPIUS, Esq.

Hon. J. J. KESWICK.  
ST. C. MICHAELSEN, Esq.  
G. E. NOBLE, Esq.  
Hon. P. RYRIE.

LIST OF MEMBERS, 1890.

MESSRS. ADAMSON, BELL & Co.  
" ARNHOLD, KARBERG & Co.  
" BELLIOS & Co.  
" BIRLEY, DALRYMPLE & Co.  
" BUTTERFIELD & SWIRE.  
" CARLOWITZ & Co.  
" DOUGLAS, LAP TAIK & Co.  
" GIBB, LIVINGSTON & Co.  
" GILMAN & Co.  
" HEWETT & Co. W.  
" HOLLIDAY, WISE & Co.  
" JARDINE, MATHESON & Co.  
" LANE, CRAWFORD & Co.  
" LINSTEAD & DAVIS.  
" MELCHERS & Co.  
" MODY & Co. N.  
" REISS & Co.  
" RUSSELL & Co.  
" SASSOON, SONS & Co. D.  
" SASSOON & Co. E. D.  
" SCHELLHASS & Co. Ed.  
" SIEMSEN & Co.  
" STOLTERFOHT & HIRST.  
" TATA & Co.  
" TURNER & Co.

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

## RULES AND REGULATIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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### BY-LAWS.

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I. The Office shall be open daily from Noon to 3 o'clock P.M., when the Secretary shall be in attendance, and ready to communicate with any Member requiring information or access to the Records of the Chamber.

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

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

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

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

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

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

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

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

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

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

## SCALE OF COMMISSIONS AND BROKERAGES

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

## COMMISSIONS.

Purchasing or selling Tea, Raw Silk, and Cotton, .....	3	per cent.
„ any of above, if as returns for Goods sold,.....	2½	„
„ or selling Opium, .....	2	„
„ or selling all other Goods and Produce, Ships } and Real Estate, .....	5	„
„ and selling Shares or Stocks, .....	1	„
Inspecting Tea or Silk, .....	1	„
Guaranteeing Sales, .....	2½	„
„ Remittances, .....	1	„
Drawing or endorsing Bills of Exchange, .....	1	„
„ or negotiating Bills of Exchange without recourse, ½		„
Purchasing or realising Bullion or Bills of Exchange, .....	½	„
Remitting the Proceeds of Bullion or Bills of Exchange, .....	½	„
Paying and receiving Money in Current Account, .....	1	„
„ Ship's Disbursements, .....	2½	„
Collecting Freight, .....	2½	„
Obtaining Freight or Charter, .....	5	„
„ „ or „ and collecting same Freight, ...	6	„
Adjusting Insurance Claims on Amount Recovered, .....	2½	„
Effecting Insurance, on the Insured Amount, .....	¼	„
Prosecuting or defending successfully Claims, either at Law } or by Arbitration, .....	5	„
Prosecuting or defending unsuccessfully, .....	2½	„
Managing Estates and collecting Rents, .....	5	„
Transshipping and forwarding Jewellery, and Bullion, .....	¼	„
Forwarding or transshipping Cargo, .....	1	„
Transshipping or forwarding Opium, .....	\$2	per chest.
Goods withdrawn or re-shipped, .....	½	Commission.
Granting Letters of Credit, .....	1	per cent.
For doing ship's business when no inward or outward Com- } mission is earned, .....	20 cents per	Register ton.

The conversion into Hongkong currency of sterling freight inward to 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 & General Merchandise, .....	½	„	„
Fire Arms, .....	1	„	„
For negotiating and completing Charters } and procuring Freight, .....	1	„	by Ship.
Shares ¼ per cent. on the amount of } money changing hands in the trans- } action, .....			Payable by both sides.

MINUTES of the Yearly General Meeting of the HONGKONG  
GENERAL CHAMBER OF COMMERCE, held on the 20th March,  
1890, for the purpose of receiving the Report of the Committee  
and passing the Secretary's Accounts for the year ending 31st  
December, 1889.

Present:—

The Honourable P. RYRIE (Chairman), Honourable A. P. MAC EWEN,  
Honourable J. J. KESWICK, Messrs. B. LAYTON, L. POESNECKER, H.  
HOPPIUS, R. M. GRAY, W. H. FORBES, J. J. FRANCIS, Q.C., E. MACKINTOSH,  
C. J. HIRST, St. C. MICHAELSEN, H. W. DICK, G. E. NOBLE, G. de  
CHAMPEAUX, G. S. COXON, T. WHITEHEAD, and F. HENDERSON (Secretary).

## THE MINUTES.

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN proposed the minutes of the last meeting be confirmed.

It has not been the custom to read these minutes. There is a copy here which has been taken from a faithful report and I presume you will sanction them.

Mr. HOPPIUS seconded.

The motion was carried.

The CHAIRMAN—Messrs. HEWETT & Co. have joined the Chamber and their election requires your confirmation.

Mr. LAYTON proposed that the election be confirmed.

Mr. MICHAELSEN seconded, and the motion was carried unanimously.

Honourable A. P. MAC EWEN proposed Mr. G. STEWART as a member.

Mr. NOBLE seconded and Mr. STEWART was elected.

On the motion of Honourable A. P. MAC EWEN seconded by Mr. GRAY, Mr. W. G. BRODIE was elected a member.

The CHAIRMAN—Gentlemen, I have now to lay the report of the Committee before you. As you are well aware it has been published in the newspapers some time ago so that everyone has had an opportunity of forming an opinion upon it and whether any additions or alterations should be made. If any gentleman present has any alteration or addition to suggest the time has now come to do so. The report has already been published, but of course it is not finally passed until the opinion of the

members is taken upon it. The matters which your Committee have dealt with this year have not been so numerous as those in previous years. However, such as they have been, I think I can say your Committee have devoted every attention to them. I will now just go over shortly the different matters which have occupied the attention of the Chamber during the year. *Status and Privileges of Men-of-war granted to Subsidised Foreign Mail Steamers at British Colonial Ports.*—You will see by the report that these terminate on the 30th April next. I think if the matter had been duly considered, the status and privileges of men-of-war would never have been granted to these ships, or if granted they would have been granted in a modified form. But somehow or other this small Ordinance has been brought before the Council every year—I don't think the Ordinance is more than ten lines—and passed. The matter was never brought before the Chamber of Commerce till within the last few years. How injurious these powers might become in their exercise has apparently now been considered and when the German mail steamers got their privilege, it was accompanied by a rider from the Secretary of State, which pledged them not to interfere with the powers or the laws of this Colony in any way. This shows that the Government at home have begun to think that perhaps they have made a mistake in giving the full powers and privileges of a man-of-war to mail steamers. Now that they have looked further into the matter, and seen how detrimental the granting of these privileges may prove, and in consequence of the line nearly all the Chambers of Commerce took on the matter, they are to be withdrawn. Probably if the Government had thought what the consequences of the granting of these privileges would be, only a portion of the privileges of men-of-war would have been conferred. There can be no question that those who suggested the Ordinance at home and the Officials of this Colony who drafted it and put it before the Council, did not consider what large powers they were giving to these steamers. *Survey of the Coast of China.*—This matter was dealt with in our previous report. With regard to it I am now informed by the Admiral that the subject has been re-considered, and I suppose Imperial interests now are not so much affected by stationing one of Her Majesty's vessels on the coast of China as they were before. Not only do I hear that one ship is to be stationed on the coast but another is to be sent out, so that it evidently seems that the authorities now think that it is an advantage to keep up the survey of the coast. *Pinnacle Rock Fund.*—This has certainly been rather a disappointing matter after the exertions made

in getting the fund together. As you will see, what has been done has been duly appreciated by the Hydrographic Department at Whitehall. *Fees to Special Jurors.*—This has been a vexed question for a long time, and I am bound to say that I do not think that the Governor, when he replied as he did to the Chamber, took the matter fully into his consideration. The Chief Justice in his report is against it. I think it a pity that the powers that be did not accede to the request of this Chamber. *Non-Fulfilment of Contracts.*—This has occupied the attention of the Chamber a great deal, but it is evidently surrounded by so many difficulties that for the present nothing can be done with regard to it. *Storm-Warnings.*—The insufficiency of storm-warnings has occupied the attention of the Executive, and a Commission has the matter now in hand. There is no doubt the present system is very unsatisfactory, but I think now we may look to everything being put right with regard to this matter. *Revision of the Chinese Emigration Act.*—This I think is a very serious matter. The complaints of owners and agents of steamers have been numerous with regard to this Act, and until there is a radical change in the way emigration business is carried on in this Colony there will be grievances. This Chamber has represented the matter to the Government and has suggested the establishment of an emigration department distinct from the Harbour Master's office, which would be a very great improvement. I think we are all of opinion that the way in which emigration is carried on now is very unsatisfactory. I do not say that the Harbour Master's Department have been remiss in their duties, but I do think that sufficient attention to detail has not been given, and that steamships should not be hampered in any way by their regulations. An intelligent gentleman who will devote his entire attention to the Emigration Department is much needed. *Sunday Observance in the Harbour.*—This matter has been before us for some time and now the Secretary of State has taken it up. The Secretary of State may be a very powerful Official, but I am afraid he will have to introduce drastic measures with regard to this matter to make them of any avail in Hongkong. *Direct Cable Communication between Hongkong and Singapore.*—This is not the first time that this matter has been before the Chamber. We have a gentleman present who has taken deep interest in it from time to time, and perhaps he may have something more to say about it. *Captain's Lien for Disbursements in Priority to Mortgagees.*—This is a matter in which a decision has been recently come to at home, and we can only hope that in this Colony we may not have many cases of the kind. *Opium Smuggling on board the River*



*Steamers to Canton.*—Here again is a very important matter, but so far no progress has been made with it. An Ordinance was promised months ago, which was to meet the objections raised as to the carrying out of the present Ordinance, with regard to the searching of vessels and the persons of people of respectable character. I do not know what are the reasons for the delay in bringing it forward. I have spoken over and over again to the late Acting Attorney General and his reply was that there were certain matters which made the delay necessary in regard to the promised Ordinance.

*Rates of Postage between England and the East.*—This is another important matter. Mr. HENNIKER HEATON has communicated with our respected Secretary, and I think the matter should receive the attention of the powers at home. It seems to me absurd that the rates by the French and German steamers should be just one half of those by the English steamers. The reduction of these rates is, I think, a matter we should advocate and we may be sure of getting the assistance of Mr. HENNIKER HEATON. *The China Association.*—This has only been formed a very short time, but there is no doubt that it will prove a very useful association I think. I think as the subscription is very small, some subscription should come from this Colony. *Light on the Gap Rock.*—This is a subject which one of the members present has interested himself in a good deal. That the Gap Rock is the proper place for the light to be on is, I think, the opinion of everybody except Sir ROBERT HART's Inspector of light houses. This matter was first broached by one of the Admirals at a dinner given to Sir RICHARD MACDONNELL but unfortunately a report of that dinner never saw the light, by some mistake of the Committee, otherwise, no doubt, this light on the Gap Rock would have engaged the attention of this Chamber at a much earlier date than it did. *Licensing Share Brokers.*—This is another matter of great importance to a number of gentlemen in this Colony engaged in share-broking, and they are desirous that it should be dealt with. Then comes in the question as to the rules and regulations. Some are of opinion that the Government should make these. We are not of that opinion, and we suggest that the brokers should solve the matter by forming themselves into an association. I am informed that after seeing this report they have again become active in the matter, and purpose waiting on the Government with a view of learning what is the best course for them to adopt. There is no doubt they could frame their own regulations and get means to enforce them, though there might be difficulties on account of the different nationalities of the brokers and other matters. *Alleged Contemplated Conven-*

*tion between the Telegraph Companies and the Chinese Government.*—This is a matter which, as you are aware, not only this Chamber but the Shanghai Chamber and other Chambers have taken great interest in. At one time we hear that the convention has been ratified, at another that it has not been ratified. From the information this Chamber has in its possession there is no doubt that so far it has not been ratified. A conference has been appointed to take place in Paris in May, when the matter will be brought up by the representatives of the cable companies. Let us hope that any convention which will tend to keep up the high tariff here will be strongly opposed by the entire community. I do not think there is anything else for me to remark on and I now propose that this meeting do adopt the report furnished by their Committee and the accounts attached thereto.

Mr. POESNECKER seconded.

Carried unanimously.

The CHAIRMAN—I omitted to ask, before putting the resolution to the meeting, whether any gentleman had any remarks to make, but it is not too late now.

Honourable A. P. MACEWEN—Perhaps it may be of interest to the Chamber of Commerce to know, in reference to the Observatory and the storm-warnings, that the Governor appointed a Commission to enquire into the work of the Observatory. That Commission has sat and has taken an immense amount of evidence, and I am glad to say that they have now completed their labours. Doubtless the result will shortly be in the hands of the Government and of course I shall ask that the report be laid on the table and so communicated to the Chamber. It would be premature for me to say what conclusion the Commission has come to, but I may go so far as to say that a vast improvement will immediately be noticeable in the working of that important institution. (Applause.)

The CHAIRMAN—The next business is to appoint a Committee for the ensuing year.

Mr. FRANCIS proposed that the present Committee should be re-elected.

Mr. HOPPIUS thought it would be desirable to have Mr. MACEWEN on the Committee and to do that they must appoint a new Committee.

On the motion of Mr. KESWICK a ballot was taken with the result that the following gentlemen were elected on the Committee:—Honourable P.

RYRIE, Honourable A. P. MAC EWEN, Honourable J. J. KESWICK, Messrs. E. MACKINTOSH, W. H. FORBES, R. M. GRAY, H. HOPPIUS, ST. C. MICHAELSEN, and G. E. NOBLE.

Honourable P. RYRIE—The next business is the election of a Chairman and Vice-Chairman.

On the motion of Honourable A. P. MAC EWEN, seconded by Mr. WHITEHEAD, the votes were taken by ballot, with the result that Mr. MACKINTOSH was elected Chairman and Honourable A. P. MAC EWEN Vice-Chairman.

Mr. MACKINTOSH—Gentlemen, I thank you for the honour you have bestowed upon me and I hope to merit your confidence.

Honourable A. P. MAC EWEN—I think before we separate, we should offer a hearty vote of thanks for the great interest Mr. RYRIE has always taken in the Chamber and the work he has done for it. I am sure he will be glad of a rest this year, and I think the Chamber is to be congratulated on the election of Mr. MACKINTOSH as Chairman. I beg to propose a vote of thanks to Mr. RYRIE.

Mr. FORBES seconded, and the vote was carried with loud applause.

The CHAIRMAN—I appreciate the remarks that have fallen from Mr. MAC EWEN. I do feel perhaps that a younger man than myself should be head of the Chamber of Commerce. I have had my day. I have worked for many years as Chairman and Vice-Chairman of this Chamber, and as Mr. MAC EWEN says I shall be glad of a little rest. I may add that I do not think a better selection could have been made than Mr. MACKINTOSH.

The meeting then closed.

*Report of the Committee of the HONGKONG GENERAL CHAMBER OF COMMERCE, for the Year ending 31st December, 1889, presented to the Members at the Annual Meeting, held on Thursday, the 20th March, 1890.*

The Committee beg to submit to the Chamber the following Report of their proceedings during the period under notice.

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

Her Majesty's Secretary of State for the Colonies having intimated that the Postal Conventions entered into between Great Britain, and France and Germany will terminate on 30th April, 1890, the extraordinary privileges granted to Foreign Mail Steamers in British Colonial Waters will in consequence also terminate on that date. It is satisfactory to be able to assume that the united action of this and other Chambers, at home and abroad, has been mainly instrumental in bringing about this desired change. (Appendix A.)

**Survey of the Coast of China.**

The withdrawal of H.B.M.'s surveying vessel *Rambler* and the consequent interruption to a survey, which had in part been very effectively carried out, has been the subject of somewhat lengthy correspondence between the Chamber and the Naval Authorities. In discussing the question the Committee gave due prominence to the magnitude of the interests involved in the trade with China, and persistently urged the pressing necessity for an early resumption of the survey. These arguments were met with the somewhat unsatisfactory rejoinder "that it is not considered compatible with other Imperial interests that one of Her Majesty's Vessels should be permanently stationed on the Coast of China." The Committee, however, are pleased to learn that these opinions have, apparently, been subsequently modified as they have been given to understand that a surveying vessel is already under orders for the China Station. (Appendices B. & C.)

**Pinnacle Rock Fund.**

This fund organised by the Chamber for the purpose of rewarding fishermen and others offering information as to the position of obstructions to navigation along the Coast has been augmented by a further subscription of \$250, and with the addition of interest now stands at \$2,245. The absence of a surveying vessel has prevented its application to the purposes for which it was intended, and for the present the fund remains in abeyance. Though only one Pinnacle Rock was discovered through information supplied during the latter part of the *Rambler's* stay on the Coast her Captain, Commander MOORE, was confident that such a system of rewards if persevered in would prove very fruitful of good results. The Hydrographic Department at Whitehall specially marked its appreciation of the action of the Chamber by tendering thanks for what had been done. (Appendices B. & C.)

**Fees to Special Jurors.**

The question of remuneration to Special Jurors has again claimed the attention of the Committee and been the subject of further correspondence with the Government. The proposal of a daily fee of \$10, in cases prolonged beyond one day, was advanced rather with the idea that it might under certain circumstances tend to deter litigants from claiming the services of Special Jurors in unimportant cases, than that it would in all instances be an adequate remuneration to Special Jurors. His Excellency the Governor when replying to the Chamber regretted his inability to meet their views in regard to fees, but stated that he had given instructions for the preparation of an amending Ordinance to the effect, that no Special Jury is to be summoned unless the Judge is satisfied the case will probably present such difficulties as to render a Special Jury desirable. (Appendix D.)

**Non-Fulfilment of Contracts.**

With the view of, if possible, finding some remedy for the present unsatisfactory position of the Import trade as regards Contracts the Chamber was induced to issue to Importers the annexed Circular. The existence of the evil complained of was freely admitted, but the Circular evoked little or no response from Importers, nor were any remedies suggested. Under these circumstances the Chamber has not moved further in the matter. (Appendix E.)

**Storm-Warnings.**

The desirability of the earliest publication of all available information regarding the probable course of typhoons forming in this neighbourhood, or at greater distances, was brought to the notice of the Government. The suggestion was very favourably entertained by His Excellency the Governor, and the Chamber informed that he was about taking steps to give due publicity to all obtainable information. The working of the Observatory in all its branches has since been referred to a Special Commission at whose hands storm-warnings will no doubt receive full consideration. (Appendix F.)

**Revision of the Chinese Emigration Act.**

Papers drawn up by a Special Commission containing suggestions as to the revision of the Chinese Emigration Act were laid before the Chamber for the consideration of the Committee. The Committee suggested the establishment of an Emigration Department distinct from the Harbour Master's Office, and a somewhat less complicated system of supervising the shipment of emigrants, pointing out that, in their opinion, if hampered with vexatious conditions the traffic would be driven into other channels to the detriment of the trade of Hongkong. (Appendix G.)

**Sunday Observance in Hongkong Harbour.**

The Secretary of State for the Colonies has invited the assistance of merchants and others to take voluntary action for the purpose of stopping unnecessary labour in the harbour on Sundays. The subject has already been brought to the notice of the Chamber, but the same difficulty is still experienced by the Committee in suggesting any scheme admitting of general and equitable application calculated to bring about the ends aimed at. (Appendix H.)

**Direct Cable Communication between Hongkong and Singapore.**

The question of telegraphic communication with Singapore has again been submitted to the Chamber and though the suggested connecting of a Cable with British North Borneo has somewhat changed the aspect of affairs the Committee saw no reason to alter the opinions already expressed which deprecated any appropriation of Colonial funds in support of a project the expense of which they considered ought to devolve on the Imperial Government. (Appendix I.)

### Captain's Lien for Disbursements in Priority to Mortgagees.

A case involving the above question was brought to the notice of this Chamber by the London Chamber. The case, which is interesting in its progressive stages, was that of the *S. S. Sara* tried before Mr. Justice BUTT who held that the Master had a maritime lien on the vessel in priority to the mortgagees, and gave judgment in his favour. Mr. Justice BUTT's decision was upheld by the Court of Appeal, but when the case was afterwards carried to the House of Lords the judgment of the Court of Appeal was reversed. The difficulties certain to have arisen through this decision have subsequently been obviated by the passing of an Act on 26th August, 1889, to amend the Shipping Act of 1854. The amending Act confers upon the Master a maritime lien for disbursements properly made by him. (Appendix J.)

### Opium Smuggling on board the River Steamers to Canton.

The representatives of the two Steamer Companies have addressed the Chamber on the above subject, and the difficulties which more particularly these two Companies labour under owing to the abuses which have arisen out of the working of the Opium Ordinance are fully explained in the annexed correspondence, and reports of trials. The facilities for smuggling it gives to those for whose benefit the Ordinance was originally framed, and the evils likely to arise from the unconditional return of all confiscated Opium to the Farmer are also referred to. The almost unrestricted power of search which the Ordinance confers admits of general application, and carried out as it often is in an arbitrary manner by persons ill-fitted to be entrusted with such powers is becoming a menace to the integrity of Hongkong as a perfectly free Port. An amending Ordinance is in course of preparation which will doubtless deal with these vexed questions. (Appendix K.)

### Rates of Postage between England and the East.

The matter of Postal charges has again had the attention of the Committee and has formed the subject of further correspondence with the London and other Chambers. The reduction of rates to the East and elsewhere finds a persistently warm advocate in Mr. J. HENNIKER HEATON, M.P., who, when recently in Hongkong, referred to his intention of continuing the agitation on the re-opening of Parliament. (Appendix L.)

### The China Association

Was inaugurated in London this year having for its primary objects the advancement of commercial interests in China, Hongkong, and Japan, and as stated in the "Objects, Rules and Regulations," to represent, express, and give effect to the opinions of the British mercantile community in their political and commercial relations with the Chinese and Japanese. To promote and protect the trade, commerce, shipping, and manufactures of the United Kingdom, India, and the Colonies with, and in, China, Hongkong, and Japan. The Committee are hopeful that the Association will become in the future a valuable coadjutor, increasing as it will the opportunities of unity in action, in agitating questions affecting trade relations between Great Britain and the East. (Appendix M.)

### Light on the Gap Rock.

In reply to the question put by the Honourable A. P. MAC EWEN, the Chamber's Representative in Council, on 13th February last, "What progress is being made with the Gap Rock Light House?" the Honourable S. BROWN, Surveyor General, stated:—"the preparation for the material for the tower and Light-keeper's house is progressing satisfactorily. All arrangements have been completed (including the preparation of the necessary plant, &c.) for commencing and pushing on the work at the Gap Rock as soon as the weather permits." The question of a Light House Board was also advanced, and in reference to which His Excellency the Governor remarked:—"The matter has come upon me too suddenly, and I have therefore not considered it sufficiently as yet. The gentleman who proposed it, I don't think I need have any hesitation in saying, is Mr. MAC EWEN, and he will hardly expect me to give a final opinion on it now. Suffice it to say I have no *a priori* objection to it. I conceive its first object is to see that Light House money is devoted to Light houses." (Appendix M.)

### Licensing Share Brokers.

The granting of Licences to Brokers is suggested in the annexed letter from the Colonial Secretary, and the opinion of the Chamber asked as to the advisability of such a course. The Committee are of opinion that a system of licensing would be desirable but do not suggest any Government control over share transactions, as they consider that legislative measures could not be made applicable to the many ramifications of general share

business. Though tentative efforts towards organisation have, apparently, been so far unsuccessful the difficulty will probably be solved by the Brokers becoming a law unto themselves and framing regulations on lines similar to those in force on the London Stock Exchange. (Appendix N.)

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

The progress of the alleged Convention has been carefully watched by the Committee during the past two years and at no time have their efforts towards offering opposition to a compact detrimental to commercial interests generally and which has, apparently, for its object a long monopoly and the maintenance of a high tariff been relaxed. How far the Conference has been successful in accomplishing the ends aimed at is still a matter of uncertainty, but the Committee have quite recently learned on good authority that as yet no Convention has been actually ratified. (Appendix O.)

**Correspondence having reference to the undernoted**

**Subjects is annexed hereto.**

**Burmo-chinese Frontier.**

(Appendix P.)

**Consular Invoices.**

(Appendix Q.)

**Fee and Commissions on vessels under General**

**Average, &c.**

(Appendix R.)

**New Zealand Exhibition.**

(Appendix S.)

**Public Holidays in India.**

(Appendix T.)

**Legislative Council.**

The Honourable A. P. MAC EWEN, whose leave of absence had been extended to November, resumed his seat at the Council, which during his absence from the Colony was occupied by Mr. B. LAYTON. (Appendix U.)

**Committee.**

The Honourable J. BELL-IRVING and Mr. N. A. SIEBS retired from the Committee on their leaving the Colony, and were succeeded by the Honourable J. J. KESWICK, and Mr. H. HOPPIUS.

**Members.**

During the past year Messrs. WOTTON & DEACON, and Messrs. The Borneo Company, Limited, resigned, and the names of Messrs. STOLTERFOHT & HIRST, and Messrs. W. HEWETT & Co., have been added to the list of Members.

**Finance.**

The Accounts have been audited by Mr. H. A. HERBERT and Mr. C. F. ROWBAND, Mr. J. THURBURN and Mr. E. W. RUTTER having both left the Colony.

The balance at credit of the Chamber on 31st December amounted to \$226.21 exclusive of \$5,250, on fixed deposit, and \$2,245 at credit of "Pinnacle Rock Fund," also on fixed deposit, both amounts being in the hands of the Hongkong and Shanghai Banking Corporation, and bearing interest at 5 per cent. per annum.

Dr.

THE HONGKONG GENERAL CHAMBER OF COMMERCE IN ACCOUNT CURRENT WITH THE SECRETARY.

Cr.

1889.	To Rent, 12 months, at \$50 per month, .....	\$ 600.00		1889.	By Balance from last Account, .....		\$ 142.81
	.. Secretary's Salary, 9 months, .....	1,125.00			.. Subscriptions of Members, 1889, .....	\$1,950.00	
Jan.	.. Clerk's Salary, .....	500.00		Jan.	.. Sales of Circulars including Postages,—		
to	.. Servant's Wages, .....	96.00		to	From 1st Oct. to 31st Dec., 1888, \$ 320.64		
Dec.	.. Auditors' Fees, 1888, .....	40.00		Dec.	" 1st Jan. to 30th Sept., 1889, 1,154.70		
	.. Printing Circulars, &c., .....	926.80	\$3,287.30			1,475.34	
	.. Pinnacle Rock, .....	2,150.00			.. Subscriptions to Political Telegrams, .....	4,015.20	7,480.54
	Less Deposited in 1888, .....	1,900.00			.. Pinnacle Rock, .....	2,150.00	
		250.00			Less Deposited in 1888, .....	1,900.00	
	.. Interest on \$1,900 at 5% .....	95.00	345.00			250.00	
	.. Fixed Deposited re-paid, .....	5,000.00	5,250.00		.. Interest on \$1,900 at 5% .....	95.00	345.00
	.. 12 Months' Interest on same at 5% .....	250.00			.. Re-deposited with Hongkong & Shanghai	5,000.00	
	.. Reuter's Political Telegrams, .....	3,600.00			Banking Corporation, .....		
	.. Printing and Circulating same, .....	120.00	3,720.00		.. 12 Months' Interest on same at 5% .....	250.00	5,250.00
	.. Subscriptions to Newspapers, .....	85.96			.. Interest on Current Account, .....		37.71
	.. Advertising, .....	30.48					
	.. Telegrams, .....	152.84					
	.. Postage and Receipt Stamps, Stationery } and Petties, .....	158.27	427.55				
			\$13,029.85				
	Balance to New Account, .....		226.21				
			\$ 13,256.06				\$ 13,256.06

DEPENDENCIES AT DEBIT:—

Secretary's Salary, ..... \$ 375.00

By Balance brought down, ..... \$ 226.21

DEPENDENCIES AT CREDIT:—

For Circulars for Quarter ending 31st Dec., 1889, ..... \$ 285.24

.. .. and Political Telegrams, 1889, ..... 46.21

\$ 331.45

By Fixed Deposit with Hongkong and Shanghai Banking Corporation, at 5% .....

\$5,250.00

"PINNACLE ROCK" FUND:—

By Fixed Deposit with Hongkong and Shanghai Banking Corporation, at 5% .....

\$2,245.00

E. & O. E.

Hongkong, 31st December, 1889.

F. HENDERSON.

Secretary.

Examined and found correct.

H. A. HERBERT, }  
C. F. ROWBAND, } Auditors.

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APPENDIX.

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THE LONDON CHAMBER OF COMMERCE, INCORPORATED,  
 BOTOLPH HOUSE, EASTCHEAP,  
 LONDON, E.C., *January 11th, 1889.*

DEAR SIR,—In reply to your communication, enclosing copy of a petition to Her Most Gracious Majesty the Queen from the Bankers, Merchants, Traders and others constituting the Hongkong Chamber of Commerce, I have to inform you that the memorial in question was under the consideration of the East India and China Trade Section of this Chamber at its last meeting. As a result of its suggestions, the London Chamber forwarded a letter to Lord KNUTSFORD, Her Majesty's Secretary of State for the Colonies, (copy of which is enclosed) supporting the representations of your Chamber.—Yours faithfully,

KENRIC B. MURRAY, *Secretary.*

*The Secretary,*

GENERAL CHAMBER OF COMMERCE, HONGKONG.

(*Copy.*)

THE LONDON CHAMBER OF COMMERCE, INCORPORATED,  
 BOTOLPH HOUSE, EASTCHEAP,  
 LONDON, E.C., *December 22nd, 1888.*

MY LORD,—The East India and China Trade Section of this Chamber had, at its last meeting, under consideration, a copy of a petition of the merchants, traders and others of the Chamber of Commerce of the British Colony at Hongkong, urging that Her Majesty should be graciously pleased to disallow the Ordinances passed by the Legislative Council at Hongkong, under which, privileges and immunities are granted to French and German Mail steamers which British Mail steamers do not equally enjoy.

My Committee cannot but consider that the concession of such privileges to foreign vessels, whose Governments have no hesitation in applying duties, bounties, and every other kind of artificial restraint and interference with the trade of this country, is hardly the best means of facilitating the development of British trade, either at home or abroad.



## A.

My Committee would therefore beg to support the representations of the Hongkong Chamber of Commerce, and to respectfully urge your Lordship, as business men long and fully acquainted with the interests of British trade in the East, to give the fullest possible and most favourable consideration to the above representations of the Hongkong Chamber of Commerce.—I have, &c.,

KENRIC B. MURRAY, *Secretary.*

The Rt. Hon. Lord KNUTSFORD, G.C.M.G.,  
*Secretary of State for the Colonies.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 27th February, 1889.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your esteemed favour of 11th January, handing copy of a letter addressed by your Chamber to the Right Honourable Lord KNUTSFORD, G.C.M.G., Secretary of State for the Colonies, having reference to the Status and privileges granted to the subsidised Mail steamers of other nations, while in British Colonial Ports.

I am desired by my Committee to thank you for the above document, and also to state that they fully appreciate your valuable assistance in attempting to bring about the withdrawal of regulations so calculated to prejudicially affect British interests.—I am, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY, Esq.,  
*Secretary, CHAMBER OF COMMERCE, LONDON.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 27th March, 1889.

DEAR SIR,—I am in receipt of your valued communication of 12th February giving cover to copies of your Memorial in support of this Chamber's Petition to Her Majesty praying for the withdrawal of the above privileges and also Proof Report of the East India and China Section of your Chamber.

## A.

I am directed by my Committee to thank you for these documents, and to inform you that they very highly appreciate the action you have taken.

My Committee are pleased to notice, from your Report, that the question of these privileges had been engaging the attention of Her Majesty's Government.—I am, &c.,

F. HENDERSON, *Secretary.*

THOMAS H. BARKER, Esq., *Secretary.*

THE INCORPORATED CHAMBER OF COMMERCE, LIVERPOOL.

No. 932.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 15th June, 1889.

SIR,—In reference to the letter from this department No. 1,424 of the 1st October last, and to previous correspondence, I am directed by His Excellency the Governor to acquaint you, for the information of the Chamber of Commerce, that His Excellency is in receipt of a despatch from the Secretary of State for the Colonies stating that Her Majesty's Government have given to the French Government notice to determine the Postal Convention with France of the 24th of September, 1856, at the expiration of one year from the 30th of April last.

I enclose a printed copy of the correspondence with the Secretary of State in connection with this subject.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

HON. P. RYRIE,

*Chairman, THE HONGKONG GENERAL CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 19th June, 1889.

SIR,—I have the honour to acknowledge receipt of your esteemed communication of 15th instant informing the Chamber that a despatch had been received from the Secretary of State for the Colonies stating that Her Majesty's Government had notified the Government of France that the Postal Convention of 24th September, 1856 will determine at the expiration of one year from 30th April last.

## A.

I beg to request that you will have the goodness to convey to His Excellency the Governor the thanks of the Committee of the Chamber for his courtesy in affording them the above information, and also to inform His Excellency, that they very fully appreciate the valuable assistance received at his hands in their endeavours, which fortunately have proved successful, to bring about a withdrawal of the extravagant privileges granted to Foreign Mail Steamers in British Colonial Ports.—I have, &c.,

P. RYRIE, *Chairman.*

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

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st August, 1889.

DEAR SIR,—I have been put in possession of your circular letter of 13th May having reference to the withdrawal of certain privileges to Foreign Mail steamers in British Colonial Waters, for which I beg to thank you.

It is gratifying to know that the united action on the part of the various Chambers has proved successful, and that these peculiar privileges will not extend beyond the 30th of April next.—I remain, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY Esq.,  
*Secretary, THE LONDON CHAMBER OF COMMERCE, LONDON.*

## B. &amp; C.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st March, 1889.

SIR,—This Chamber has on several occasions had the pleasure of addressing your predecessor Commodore MAXWELL in reference to the Survey of the Coast of China, and more particularly with regard to a Fund, which the Chamber was instrumental in organising, to reward (with the assistance of Officers of H. M. Navy) Fishermen or others who may make known the position of Pinnacle Rocks or other dangers to navigation in Chinese Waters.

## B. &amp; C.

The Survey of the Chinese Coast is an operation in which the Chamber naturally takes a deep interest and it notices with much regret the withdrawal of H.M.S. *Rambler* from the Survey and I am directed by my Committee to state that they shall feel extremely obliged if you can favour them with any information as to the appointment of another of Her Majesty's Vessel to succeed the *Rambler*, and when such an appointment may probably take place.

Awaiting the favour of your reply.—I have, &c.,

F. HENDERSON, *Secretary.*

Commodore E. J. CHURCH, R.N.,  
H.M.S. *Victor Emanuel.*

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H. M. S. "VICTOR EMANUEL,"  
HONGKONG, 4th March, 1889.

SIR,—I am directed by the Commodore to acknowledge the receipt of your letter of the 1st instant and to inform you that he has submitted it to the Commander-in-Chief.—I have, &c.,

GEORGE W. WHILLIER, *Secretary.*

*The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

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"ALACRITY," AT SHANGHAI,  
12th March, 1889.

SIR,—In reply to your letter of the 1st instant, addressed to Commodore CHURCH, I have the honour to acquaint you that I have no information with regard to the appointment of one of Her Majesty's Ships to succeed the *Rambler* in the work of surveying on the China Coast, and have forwarded your letter to the Lords Commissioners of the Admiralty.—I have, &c.,

NOWELL SALMON, *Vice-Admiral.*

F. HENDERSON, Esq.,

*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

## B. &amp; C.

COMPAGNIE DES MESSAGERIES MARITIMES,  
HONGKONG, 17th April, 1889.

SIR,—In reply to your letter of the 8th January last I have the pleasure to inform you that I have been authorized by the head office of this Company to contribute for a sum of \$250 to the fund raised by the Hongkong General Chamber of Commerce for rewarding Chinese sailors or fishermen for the discovery of pinnacle rocks in China Sea.

I have in consequence the pleasure to enclose Compradore order for the above sum for which I would feel much obliged by your signing the enclosed receipt in duplicate.—I remain, &c.,

G. DE CHAMPEAUX, *Agent.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HYDROGRAPHIC DEPARTMENT, ADMIRALTY, S. W.  
18th April, 1889.

SIR,—I have been informed by Commander W. U. MOORE, R.N., late of H.M.S. *Rambler*, that the Chamber of Commerce of Hongkong has most generously provided a sum of money to be devoted to rewards for fishermen who may give information leading to the discovery and marking on the charts of unknown rocks. Permit me, as the head of the hydrographic service of the Admiralty, to tender my warm appreciation of this efficient aid to the work in which the surveying ships are employed. I much regret that circumstances should, for the present, prevent any use being made of it, but I am in hopes that before long another vessel will be available to proceed with the survey of the intricate Coast of China, along which so many valuable British ships pass.—I am, &c.,

W. J. L. WHARTON, *Hydrographer.*

*The Secretary,*

CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 15th June, 1889.

SIR,—I am directed to acknowledge, with thanks, the receipt of your esteemed favour of 18th April, and further to state that the Committee of this Chamber are much pleased to learn that their action in raising a Fund

## B. &amp; C.

to reward Fishermen or others for information as to Pinnacle Rocks and other dangers to navigation are appreciated, but it is with much regret they learn that there is no immediate prospect of any of Her Majesty's vessels being commissioned for the purpose of continuing the survey of the Coast of China so efficiently commenced and partially carried towards completion by Her Majesty's ship *Rambler*, in command of Commander W. USBORNE MOORE.—I am, &c.,

F. HENDERSON, *Secretary.*

Capt. WM. J. L. WHARTON, R.N., F.R.S., *Hydrographer,*  
HYDROGRAPHIC DEPARTMENT, WHITEHALL, LONDON, S.W.

“IMPÉRIEUSE,” AT YOKOHAMA,  
5th July, 1889.

SIR,—With reference to your letter of the 1st of March last, addressed to Commodore CHURCH, on the subject of the Survey of the Coast of China, the Lords Commissioners of the Admiralty inform me, and I have the honour to request you will communicate the same to the Chamber, that in arranging the distribution of Her Majesty's Surveying Ships, the requirements in connection with the Survey of the Chinese Coast are fully considered, but that their Lordships are unable to undertake to keep a vessel permanently on that Coast, to the neglect of other Imperial interests.—I have, &c.,

NOWELL SALMON, *Vice-Admiral.*

F. HENDERSON, Esq.,

*Secretary,* HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 2nd September, 1889.

SIR,—I have the honour to acknowledge receipt of your esteemed communication of 5th July, and am directed by the Committee of this Chamber to tender you their thanks for the information contained therein.

The Committee notice that it is not considered compatible with other Imperial Interests that one of Her Majesty's Surveying vessels should be permanently stationed on the Coast of China. They cannot but regret to

## B. &amp; C.

learn that the Lords Commissioners of the Admiralty hold that opinion, and they have now the honour to request that you will do them the favour of submitting to their Lordships, for their favourable consideration, the substance of the following remarks.

The efficient survey of the Coast of China is a question in which this Chamber, as a representative Mercantile body, is naturally deeply interested, while fully alive to the many all important interests that elsewhere call for the services of Her Majesty's vessels, and without in any way wishing to question the pressing claims that exist in other directions, the Committee beg most respectfully to submit that the interests involved in the trade with China are of sufficient magnitude to merit favourable consideration at the hands of their Lordships.

Were it necessary to impress upon their Lordships the important and progressive nature of the trade, their attention might be drawn to the following extract from the Harbour Master's Report of the trade of Hongkong for the past year which states:—

“The total trade of Hongkong for the year 1888 is represented by 63,967 vessels, measuring 12,996,396 tons. (This is an advance of 174 vessels and 357,702 tons on the average for the previous 3 years, and is 359 vessels more, but 28,939 tons less than in 1887).

This vast amount of trade is apportioned as follows:—

	<i>Number.</i>	<i>Tons.</i>	<i>Per Cent.</i>
British, .....	5,121	6,474,343	or 49
Foreign, .....	2,460	2,532,334	or 19
Junks in Foreign Trade, .....	47,567	3,703,707	or 29
	55,148	12,710,384	
Junks in Local Trade, .....	8,819	286,012	or 2
Total,.....	63,967	12,996,396	

The Committee are perfectly cognizant of the fact that the burden of conducting a systematic survey of the Coast of China has so far devolved almost entirely on the ships of Her Majesty's Navy, entailing large expenditure, of both labour and money, and they cannot too strongly express their

## B. &amp; C.

high appreciation of the very valuable services rendered by the *Flying Fish*, *Rambler*, and other of Her Majesty's vessels involving arduous duties alike on Officers and men, often carried out under difficult and trying circumstances.

The Committee desire to bring to the notice of their Lordships that, acting on a suggestion made by Commander MOORE of H.M.S. *Rambler*, they were instrumental in obtaining subscriptions to a Fund from which to reward, with the assistance of Officers of H.M. Navy, Fishermen and others giving information regarding the position of Pinnacle Rocks and other dangers to navigation in Chinese Waters. This fund which was availed of to a small extent, and promised to be productive of good results cannot, in the absence of a surveying vessel, be applied to the purposes for which it was raised.

Emboldened by the great amount of consideration which the requirements of the China Station have already received from their Lordships, the Committee of this Chamber venture to express a hope that their Lordships may see fit to direct the resumption of a survey, which so far as it has gone, has been carried out with extreme care, and the completion of which would be of incalculable benefit to shipping interests in general.

The Committee trust that their views, as herein expressed, may meet with your approval, and looking to your connection, past and present, with the China Station and the interest you have evinced in all matters relating thereto, they venture to hope that you may be able to endorse their opinions. Further that you may be pleased to afford them that assistance, which your position makes so powerful, in their endeavours to impress upon their Lordships the magnitude of the interests involved, and the pressing necessity for the completion of a survey so efficiently begun and partially carried out.—  
I have, &c.,

F. HENDERSON, *Secretary.*

Vice-Admiral Sir NOWELL SALMON, V.C., K.C.B.,

*Commander-in-Chief, &c., &c., &c.,*

H.M.S. *Impérieuse.*

## B &amp; C.

(Copy.)  
No. 784.

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 14th September, 1889.

SIR,—It has been brought to the notice of the Committee of this Chamber that the withdrawal of H.M.S. *Rambler* from the station has put a stop to the surveying operations by ships of H.B.M.'s Navy before the survey of the Coasts of the China Seas has been thoroughly carried out.

The Committee who have already been in correspondence with you on this subject would be glad to know if your Chamber have taken any steps to obtain a continuance of the surveys by representations to H.B.M.'s Government as to the advisability of finishing the work which has not yet been completed, and if so this Chamber will be pleased to second your endeavours by any means in their power.—I am, &c.,

A. G. WOOD, *Chairman*.

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

(Copy.)

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 24th September, 1889.

SIR,—I beg to acknowledge receipt of your esteemed communication of 14th instant having reference to the withdrawal from the China Station of H.B.M.'s surveying vessel *Rambler*.

The survey of the Coast of China is a matter in which this Chamber naturally takes a deep interest. It has for some time been the subject of correspondence between the Chamber and the Naval Authorities in China, and I have much pleasure in handing you the enclosed copy of a letter recently received from the Commander-in-Chief, Sir NOWELL SALMON, and also of the Chamber's reply to same, urging the importance of a speedy renewal of the survey, and asking his support to the views of the Chamber, and his assistance in placing these views before the Lord Commissioners of the Navy, for their favourable consideration. Copies of the correspondence will be forwarded to the London Chamber of Commerce.

I am directed by the Committee to thank you for the offer of assistance contained in your favour under reply, and further to state that it will

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afford them much pleasure to avail themselves of same should further steps become necessary to convince their Lordships of the pressing necessity for a continuance of the survey.—I am, &c.,

F. HENDERSON, *Secretary*.

A. G. WOOD, Esq.,

*Chairman*, SHANGHAI GENERAL CHAMBER OF COMMERCE.

“IMPÉRIEUSE,” AT YOKOHAMA,  
26th September, 1889.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd instant, and beg you will inform the Hongkong General Chamber of Commerce, that I will forward, with much pleasure, their views, for the favourable consideration of the Lords Commissioners of the Admiralty; but before doing so, in order to complete the statement made in your letter respecting the fund to reward fishermen giving information as to the position of pinnacle rocks, &c., I should feel obliged if you would supply me with a report of the number of pinnacle rocks so discovered, and the number of ships which have struck on unknown rocks during the past five years.

There is no reason why the fact of not having a surveying vessel on the Station should interfere with the administration of the fund, as, should pinnacle rocks be reported, any of Her Majesty's Ships under my command are as fully capable of fixing their position accurately.—I have, &c.,

NOWELL SALMON, *Vice-Admiral*.

*The Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 26th September, 1889.

DEAR SIR,—The withdrawal of H.B.M.'s Surveying Vessel *Rambler* from the China Station and the consequent interruption to the Survey of the Coast has for sometime been the subject of correspondence between this Chamber and the Naval Authorities in China. As the question is one of

## B. &amp; C.

widespread interest I beg to hand you herein copy of a letter recently received from Vice Admiral Sir NOWELL SALMON, Commander-in-Chief, and also this Chamber's reply to same, and I have much pleasure in asking your attention to the contents of these letters.

The Lord Commissioners of the Admiralty have, through the Commander-in-Chief, expressed the opinion that they did not consider it compatible with other Imperial Interests that one of H.B.M.'s Surveying Vessels should be permanently stationed on the Coast of China—and from that opinion the Chamber have ventured to dissent.

While highly appreciating the very valuable services already rendered by H.B.M.'s Vessels all but entirely unaided, and without wishing to unduly advance the claims of those connected with the China Trade, the Chamber consider the interests involved of sufficient magnitude to justify its action in endeavouring to impress upon their Lordships the pressing necessity for the early resumption of the Survey of the Coast.

If the opinions of this Chamber—as expressed in the accompanying correspondence—meet with your approval and you should see fit to in any way support these views I need scarcely add that any such assistance will be very fully appreciated.—I remain, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY, Esq.,

*Secretary, LONDON CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 20th November, 1889.

SIR,—I have the honour to acknowledge receipt of your communication of 26th September, and I am directed to tender you the thanks of the Chamber for same.

In reply to your request that before communicating the views of the Chamber, with regard to the continuance of the survey of the Coast of China, to the Lord Commissioners of the Admiralty, you should like to be furnished with information as to the Pinnacle Rocks discovered, and the number of vessels that have struck on unknown Rocks during the past five years, I am instructed to state that the Chamber would gladly have complied with your request, but unfortunately the records in its possession do not contain the particular information asked for.

## B. &amp; C.

So far as the Chamber is aware during the comparatively short time that any attempt was made to utilise the Pinnacle Rock Fund, only one Rock was discovered. The circumstances are detailed in the accompanying copy of a letter from Commander MOORE to the Chairman, to which letter the Chamber beg leave to call your attention.

Without entering into details, or the exact figures representing the number of vessels which have struck on unknown rocks during the past five years it may safely be assumed that the casualties have been numerous enough to conclusively prove the existence of many hidden dangers in Chinese waters, the exact position of which it is very desirable should be ascertained.

The Pinnacle Rock Fund, having for its object the rewarding of Fishermen and others giving valuable information was, as the Chamber has already had the pleasure of pointing out, raised at the suggestion of Commander MOORE while in command of Her Britannic Majesty's Surveying Vessel *Rambler*. His correspondence shews that he anticipated good results from such a system of rewards, and the Chamber think the single discovery made is, under the circumstances, sufficient evidence that a more extended application of the Fund would quickly established its usefulness. The Chamber still hold to the opinion, and submits it for your reconsideration, that the Fund would be better distributed by the Officers of a surveying ship, who while slowly cruising become known (together with their ship) to the Fishermen along the Coast, than by Officers of other of Her Britannic Majesty's Vessels not similarly engaged. The question is one, however, which may safely be left to the discretion of those who may be good enough to undertake the distribution of the Fund. The Chamber though fully appreciative of the benefits likely to arise from rewards judiciously made do not look upon the Fund as anything more than a useful adjunct to the survey.

The point which the Chamber would again desire to bring prominently to your notice is the urgent necessity for a completed survey. You are so fully cognizant of the position that it is unnecessary to again refer to the extent of the interests involved, or to adduce fresh arguments with the view of attempting to still further impress upon you the opinions already advanced by the Chamber.

In conclusion the Chamber beg to reiterate the request already made that you will be good enough to lay their views before the Lord Commis-

## B. &amp; C.

sioners of the Admiralty and also that you may be pleased to bring to the notice of their Lordships the very strong claims the trade with China has for favourable consideration at their hands.—I have, &c.,

F. HENDERSON, *Secretary.*

Vice-Admiral SIR NOWELL SALMON, V.C., K.C.B.,  
*Commander-in-Chief, &c., &c., &c.,*  
H.M.S. *Impéricuse.*

“ALACRITY,” AT HONGKONG,  
20th March, 1890.

SIR,—With reference to your letter of the 20th November last, and previous correspondence, on the subject of the employment of one of Her Majesty's surveying vessels on the Coast of China, the Lords Commissioners of the Admiralty inform me that H.M.S. *Rambler* has been ordered to return to the China Station to resume her surveying duties, but, as I communicated to you in my letter of the 5th July last, M. 273, the requirements of the service will not admit of the continuous employment of a surveying vessel in the China Seas.—I have, &c.,

NOWELL SALMON, *Vice-Admiral.*

F. HENDERSON, Esq.,  
*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 27th November, 1889.

SIR,—I had the pleasure of addressing you on 26th September last, with reference to the interruption to the *Survey of the Coast of China*, by the withdrawal of the H.M. Surveying Vessel *Rambler*, and at the same time of asking your attention to the correspondence that had passed between the Naval Authorities and this Chamber on the subject.

I now beg to hand you herein further correspondence to which I beg reference. The extent of the interests involved in the Trade with China, and the positive necessity that the Coast should be properly surveyed are too apparent to require comment. It is true that so far the burden of carry-

## B. &amp; C.

ing on the survey has all but entirely devolved upon the ships of Her Majesty's Navy, but the preponderance of the British Trade is such as to almost justify the burden being thrown exclusively on British Cruisers.

Nothing definite has transpired with reference to the suggested Convention between the Telegraph Companies and the Chinese Government referred to in my letter of 30th ultimo. The question remains in abeyance, but the Chinese, apparently influenced by pressure from without, seem inclined to hesitate before committing themselves further.—I am, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY, Esq.,  
*Secretary, LONDON CHAMBER OF COMMERCE.*

## D.

## FEES TO SPECIAL JURORS.

*Fees to Special Jurors.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st March, 1889.

SIR,—Begging reference to this Chamber's communication of 30th April, 1887, having reference to the above subject, and to your reply of 8th May, No. 583, in which you were pleased to state

“I am directed by the Governor to acquaint you, for the information of the Chamber, that their representations will have His Excellency's best consideration, and that a decision will be arrived at on the subject, after information has been obtained as to the experience gained in India, Ceylon, and the Straits Settlements.”

I now beg to inform you that I am directed by my Committee to state that should His Excellency the Governor have arrived at a decision in the matter of Fees to Special Jurors, they shall esteem it a favour if you will be good enough to communicate to them the decision arrived at.—I have, &c.,

F. HENDERSON, *Secretary.*

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

D.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 19th June, 1889.

SIR,—The Committee of this Chamber has twice had the honour of addressing you on the subject of Fees to Special Jurors, first on 30th April, 1887, and again on 1st March last.

The former of these letters stated at some length the objections entertained by the Committee to what they considered the disproportion between the remuneration paid and the somewhat onerous nature of the services required of Special Jurors, the latter requested that if His Excellency the Governor had arrived at any decision with reference to these Fees that the result of his deliberations might be communicated to the Chamber.

As these letters are still unanswered weightier matters have no doubt occupied the attention of His Excellency, but the question having stood over so long I now venture to take the liberty of suggesting that it be taken into consideration, and that His Excellency at an early date may be pleased to favour this Chamber with a definite reply.—I have, &c.,

P. RYRIE, *Chairman.*

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

No. 986.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 26th June, 1889.

SIR,—With reference to your letter of the 1st March last and to subsequent correspondence on the subject of remuneration to Special Jurors, I am directed by the Governor to inform you that, having at your suggestion made enquiries from the Governments of India, Ceylon, and the Straits Settlements, His Excellency finds that, in India and the Straits Settlements, no fees at all are paid to Jurors, and that in Ceylon such fees are of much smaller amount than those complained of here.

While the Governor is fully sensible that even the fees which are fixed by law here, do not, in some cases, compensate for the time expended on the duty performed, His Excellency regrets that, after much consideration, he does not see his way to proposing their increase.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

The Honourable P. RYRIE,

*Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.*

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 9th August, 1889.

SIR,—The Committee direct me to acknowledge receipt of your letter of the 26th June, in which they regret to learn that after a considerable lapse of time since they first referred the matter to His Excellency, the Government do not see their way to accede to the request of the Committee. No reasons are given, but a reference to India, as to the practice operating in that dependency, is stated to confirm the system prevailing in this Colony.

The Committee do not consider the analogy of Indian Custom has anything to do with the question here. Apart from other considerations that may be urged against such a contention, the Committee would refer to the enormous disparity in numbers of the class from which special jurors are drawn in India compared with Hongkong. In one place the tax on the commercial community is light, while in the other it is a positive burden.

The Committee would most strongly urge that their application is almost without the pale of the Government to refuse. It is not in the nature of a public tax in which the Government might rightly be heard, but rather has the character of a voluntary arrangement between the public themselves who seek to adjust the inequalities of the Special Jury fees. If the proposed payment to special jurors, at per diem, instead of per case, formed an obstacle to litigants the Government would have some ground in public interests for refusing the application. But as the proposition is based on the strictest equity—it is not a hindrance to Suitors and its increased incidence is always commensurate with the importance of the issues to be decided—the Committee would again urge a reconsideration of the question, and the passing of a short bill to permit the change which is unanimously desired by the Special Jurors, and is not, it appears, opposed by the rest of the community whose voice would certainly have been raised ere this against the proposition had they felt impending hardship from the change.—I have, &c.,

F. HENDERSON, *Secretary.*

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



## D.

No. 2,187.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 13th August, 1889.

SIR,—I am directed by the Governor to acknowledge the receipt of your letter of the 9th instant, in which the Committee of the Hongkong General Chamber of Commerce urge a reconsideration of the question, raised by them in their letter of the 30th of April, 1888, as to an increase of the allowance made to Special Jurors, and in reply I am to say that His Excellency sees nothing in your letter which in any way modifies his view as to the inexpediency of altering the law in the direction desired.

The reasons for the Governor's decision (on the absence of which the Committee make comment) His Excellency had thought would be sufficiently obvious to preclude the necessity of giving them.

The duty of serving on Juries has, from time immemorial, been regarded as an obligation attaching to British citizenship, for the fulfilment of which payment was not contemplated by the Common Law. Such payment is, moreover, not now granted in England, nor, as he believes, in most of the Colonies; nor does His Excellency see any peculiarity in the circumstances of Hongkong, which justifies an exception from the general rule.

Special Jurors have, however, by a local law of the Colony been hitherto allowed a fee of Ten dollars for each case in which they serve, Common Jurors on the other hand being allowed nothing, though it must be supposed that in at least some cases they, relatively to their means, lose fully as much as Special Jurors by the performance of this duty.

As inclusion in the list of Special Jurors exempts from service on Common Juries, and is therefore a privilege which is not unfrequently solicited, it would seem that payment, if made to only one of the two classes, should be made rather to Common Jurors; and yet application is now made which, if granted, would increase what His Excellency regards as the undue preference in favour of Special Jurors already existing. For the reason above indicated, His Excellency is of opinion that if there were to be any change in the law, it should be one abolishing fees to Jurors altogether.

His Excellency observes that the Committee regard their application as "almost without the pale of the Government to refuse" (1) "because it is based on the strictest equity," (2) because it does not involve a charge

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upon the whole community, but only upon litigants," (3)—because "the Special Jurors are unanimously in its favour," (4) because "the silence of the rest of the community must be taken as approval of the application."

His Excellency is unable to concur in this view. For reasons given above he regards the proposal, instead of being equitable, as wrong in principle and as increasing an inequality already existing. Moreover, bearing in mind that litigants are by no means wholly confined to the class of Special Jurors, he does not consider it his duty to favour what would practically be a tax on a portion of the community, because there is said to be unanimity in its favour on the part of those who alone benefit by it; nor does he feel himself bound to accord an application because none but the very few interested happen to have expressed their opinion on it, and this especially since the decision of the Government rendered any adverse expression unnecessary.

His Excellency further observes with surprise that the Committee regard the case of India (where it appears that Special Jurors are not paid) as having no analogy with that of Hongkong on the ground of "the enormous disparity in the number of the class from which Special Jurors are drawn in India compared with Hongkong," and because for this reason "in India the tax on the commercial community is light while in Hongkong it is a positive burden."

His Excellency presumes that the Committee have statistics to justify the statement as to this enormous disparity, but in their absence he should have been inclined to question its existence, and to believe that the number of Special Jurors in India (like that of Europeans) bears a much lower and not higher proportion to the total population than it does in Hongkong. In any case the duty devolving upon Special Jurors in Hongkong, though no doubt a "positive burden," can scarcely be regarded as an exceptional hardship, seeing that it on the average involves to each Juror service only once in eighteen months.

But however this may be, His Excellency is especially surprised that the Committee should now repudiate the existence of any analogy in the case of India, inasmuch as it was at their own suggestion (contained in their letter of 30th April, 1888) that he made enquiries as to the Indian practice.

D.

While much regretting that he is unable to grant an application which is urged with so much persistency by a body containing many deservedly influential members of the Community, His Excellency is at the same time glad to remember that there always has been, and to hope that there always will be, complete accord between his views and theirs as to all matters of real importance to the Colony.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

The Hon. PHINEAS RYRIE,

*Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.*

HONGKONG, 15th August, 1889.

SIR,—I think I should address you with reference to the question of remuneration to Special Jurors, as well to clear up a misapprehension regarding it, as to point out the wrong analogy that has been drawn by the Government from certain information said to have been received from India. In the reply from the Government to the Chamber the inference arrived at from what is alleged to be the practice in India is evidently drawn either from information not sufficiently received owing possibly to a misapprehension of the question at the source of inquiry, or, as appears to me to be more probable from the equivocal nature, inevitable under a misapprehension of the information conveyed to the Government here. For in the High Courts of the principal Presidency Towns of India, those who have any knowledge of the Indian High Courts know full well that, the jury either Special or Common is empaneled for criminal and criminal cases only, and there has not been a single instance in which a jury either Special or Common is empaneled in civil cases, however vast and important their issues may be. In fact for civil cases it is the very learned and able judges who preside are the judges of law as well as facts, and in cases where questions of assessment are involved, it is they and they alone who fulfil the rôle of assessors, and no extraneous aid is pressed into service. So it will be self-evident that if reference be made for remuneration to jurors irrespective of the nature of cases in which they are called in India, the reply should be that no remuneration is paid, but if this reply is applied to civil cases, its equivocation in a case where distinction is especially necessary comes out prominently, and there can hardly be any

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analogy inasmuch as, as a matter of fact, no juries are at all empaneled in civil cases in any of the High Courts of the Chief Presidency towns of India. The jurors no mistake have public duties to perform and SIR GEORGE PHILLIPPO once so lectured a Special jury here which started the question of remuneration after they had been for four days consecutively at a case for recovery of the amount of a Fire Policy by some Chinese shop-keepers from Messrs. PUSTAU & Co., but when cases either inevitably from their very nature or inordinately from the inefficient mastery thereof by lawyers are protracted to unconscionable lengths, I submit, it could never be gainsaid that the jury in civil cases where the issues involved affect mainly the parties concerned and not as in criminal cases the public generally, should, if at all, be adequately remunerated. I therefore deem it due to the body of Special jurors in this Colony to bring the fact of the analogy from wrong data to your notice in view of further representation to the Government by the Chamber in the light of the facts above stated.—I have, &c.,

H. M. MEHTA.

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 17th August, 1889.

SIR,—If agreeable to His Excellency the Governor my Committee will feel greatly obliged if you will be good enough to sanction their obtaining from the Registrar of the Supreme Court the following information having reference to the duties of Special Jurors. During the past five years,

How many Special Jury cases have there been,

The duration of each trial,

How many of them were Criminal cases,

The nature of the Civil cases, the amounts involved,

How many Chinese cases (*i.e.* plaintiffs and defendants) were there requiring Special Juries.

Were the remainder European cases? If not particularise.—I have, &c.,

F. HENDERSON, *Secretary.*

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

D.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 26th August, 1889.

SIR,—With reference to your letter of the 17th instant, I am directed by His Excellency the Governor to transmit to you, for the use of the Chamber of Commerce, the information asked for therein respecting the duties of Special Jurors.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

F. HENDERSON, Esq.,  
*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

The Registrar's return shows that from the 19th August, 1884, to the 19th August, 1889, the number of Special Jury cases tried in the Supreme Court was 25, and the time occupied 59 days. Nine of the cases were criminal, occupying 15 days, and 16 civil occupying 44 days. In nine of the civil cases occupying 21 days, all the parties were Europeans; in two they were Chinese; four were between Europeans and Chinese; and one between Koreans and Europeans. One of the cases was to vary a decree and the amount involved in the others was \$237,150.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 20th November, 1889.

SIR,—I have the honour to acknowledge receipt of your valued communication of 13th August, No. 2,187, on the subject of Fees to Special Jurors and I am directed to state that the Committee regret His Excellency the Governor still sees no reason to comply with their request.

The Committee have to thank His Excellency for so fully giving reasons for this refusal but a careful consideration of the above despatch leads them to infer that he may have been under some misapprehension as to their contention as no attempts have been made to separate the services of Jurors in Criminal, from civil cases. In criminal cases the British Government demands the services of its citizens without remuneration but in Civil Suits the State recognises the services of Special Jurors rendered to individuals and sanctions the payment of a Fee of One Guinea, and in the event of a prolonged trial this fee is, with the consent of the suitors, paid per diem.

D.

From the annexed Returns obligingly furnished to the Chamber, it appears during five years ending 19th August last, twenty-five cases were tried by Special Jurors, nine being criminal the remaining sixteen (one of which was "to vary a decree") being civil. The amounts at issue were \$65,000 to \$150,000 and the cases occupied thirty-four days. These Returns further show that the cases involving the larger amounts most occupied the time of the Jurors, a fact which the Committee thinks is somewhat conclusive evidence of the equity of the suggested daily fee.

His Excellency and the Committee seem equally to have been under a misapprehension as to the practice prevailing in India. From information recently received, which the Committee believe is reliable, they learn that in the Presidency Courts no Jurors are employed in civil cases at all, whatever the magnitude of the issue involved. The Judges sitting alone as Judge and Jury are the sole arbiters of facts and law.

The Committee in persistently urging their contention do not touch in the adequacy of the Fee, for even if their prayer be adopted the remuneration, in the majority of cases, would by no means represent the loss sustained by the enforced attendance of Special Jurors.

The Committee are strongly of opinion that the substitution of a daily fee would in many instances deter litigants from claiming the services of Special Jurors in cases of comparatively minor importance and not involving questions requiring special investigation.

As an alternative to the scheme proposed by the Committee (though they should much prefer its adoption) they would suggest that scope should be given to the presiding Judges to sanction, with the approval of the litigants, the payment of Fees to Special Jurors of \$10 per diem in all cases where the duration of trials exceeds one day.—I have, &c.,

F. HENDERSON, *Secretary.*

HON. A. LISTER, *Acting Colonial Secretary.*

No. 2,908.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 21st December, 1889.

SIR,—His Excellency the Governor has had under careful consideration your further letter of November 20th on the subject of remuneration

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to Special Jurors. After giving the matter his fullest attention, His Excellency can only regret his inability to meet the wishes of the Chamber of Commerce on this question.

The Chamber seems to be of opinion that the services of Special Jurors have sometimes been claimed "in cases of comparatively minor importance, not involving questions requiring special investigation." Whilst unable to discover any instance of this, His Excellency, with the object of precluding all ground for such a complaint in the future, has thought it expedient to give instructions for the preparation of a short amending Ordinance to the effect that no Special Jury is to be summoned unless the Judge is satisfied beforehand that the case will probably present such difficulties as to render a Special Jury desirable.—I have, &c.,

A. LISTER, *Acting Colonial Secretary.*

F. HENDERSON, Esq.

*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

**E.**

## THE IMPORT TRADE OF HONGKONG.

The following circular has been issued, under the auspices of the Hongkong Chamber of Commerce, to importers with the view of bringing about some joint action in the matter complained of:—

## CIRCULAR.

The attention of the Committee of this Chamber has been called to the present unsatisfactory position of the Import Trade of Hongkong as regards contracts, with the view of inducing them to undertake some initiatory measures towards bringing about a remedy.

The Committee assume that the evil complained of, namely the frequent lax, or entire non-fulfilment of contracts by many Chinese dealers—is generally admitted, and the question seems to them to be one of sufficient interest and importance to justify its being brought to the notice of Importers, with the object of ascertaining whether some attempt at joint action, would or would not, meet with their approval.

**E.**

The difficulties that stand in the way of those who are endeavouring to bring about joint action are apparent enough to the Committee, but these may possibly prove to be not insurmountable—even where so many interests, and some of them perhaps of a diverging nature, are involved—and the Committee will feel obliged if those interested will be good enough to signify their approval, or disapproval of some steps being taken.

It is proposed, that if Importers generally are found desirous of some action being taken, to hold a meeting for the public discussion of the question, and meanwhile the Committee will gladly receive proposals or suggestions in any way calculated to further the ends aimed at.

P. RYRIE, *Chairman.*

*Hongkong General Chamber of Commerce.*

**F.**

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 9th August, 1889.

SIR,—I am directed by the Committee of this Chamber to ask you to be good enough to bring to the notice of His Excellency the Governor, for his favourable consideration, the desirability of the earliest publication of all available information regarding the probable course of Typhoons forming anywhere in the neighbourhood, or at greater distances.

The pressing necessity for full and prompt publication of information bearing on the probable movements of Typhoons must already be so apparent to His Excellency that it seems entirely unnecessary on the part of my Committee to adduce any arguments whatever with the view of more deeply impressing upon him the vital importance to a Community largely interested in Shipping, of early notice of the movements of such destructive visitants.

My Committee are aware that it has been customary in the past to give some publicity to such information, but so far as they know it has not been attempted systematically, and they now venture to suggest that His Excellency will be good enough to give instructions that all information reaching any of the Departments be at once made public.

F.

I am further instructed to state that, should His Excellency see fit to communicate such information to the Chamber, the Committee would gladly undertake to distribute it, if such an arrangement would in any way facilitate its prompt publication.

My Committee beg me to suggest that, should it meet with the approval of the Government, the Chamber will gladly circulate the intelligence, by 'Express,' or otherwise, at their expense, on receipt of the actual transcript of telegrams or other information directly it reaches my hands.

The near approach of the Typhoon season makes the present time peculiarly appropriate to bring to the notice of His Excellency a subject affecting the interests of not only ship-owners, but also the entire community, and my Committee trust their suggestions may meet with a favourable reception.—I have, &c.,

F. HENDERSON, *Secretary*.

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

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COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 24th August, 1889.

SIR,—With reference to your letter of the 9th instant, on the subject of weather telegrams, I am directed by the Governor to acquaint you, for the information of the Chamber of Commerce, that he has given strict instructions for the immediate transmission to the Chamber of Commerce of all such telegrams received, whether from the Observatory or elsewhere.

His Excellency fully concurs with the Chamber of Commerce in their view as to the extreme importance of obtaining and publishing the best and earliest information with respect to typhoons; and he is by no means satisfied either with the nature of the information now given or with the promptness of its supply to the public.

His Excellency is now making enquiries with a view to substantial improvements in these respects, which he is determined, if possible, to effect; and though this might possibly involve a somewhat large expenditure, he does not doubt that the importance of the object to be gained will furnish its complete justification.

F.

His Excellency hopes to be shortly in a position to make a further communication to you on this subject.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary*.

F. HENDERSON, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 30th August, 1889.

SIR,—I have the honour to acknowledge receipt of your valued communication of 24th August, and I am directed to request that you will be good enough to convey the thanks of the Committee to His Excellency the Governor for his courtesy in so promptly acceding to their request that the Chamber might be supplied from the different Departments with all information calculated to serve as Storm-warnings.

The Committee learn with much pleasure that His Excellency agrees with them as to the importance of such information and that he has determined to effect, if possible, substantial improvements in existing arrangements.

The thanks of the Committee are also due for His Excellency's promised further communications touching this important matter.—I have, &c.,

F. HENDERSON, *Secretary*.

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

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HONGKONG, 24th September, 1889.

SIR,—In answer to your request for an expression of opinion with regard to storm-warnings for this port from a seaman's point of view, I respectfully beg to lay the following suggestions before the Chamber of Commerce for their consideration.

It would be desirable to make arrangements with the Spanish Authorities in Manila and also with the Imperial Chinese Maritime Customs to telegraph from their stations in the north of Luzon and from South Cape Formosa respectively the bearing of the centre of all typhoons that pass into the China Sea either to the north of Luzon *viâ* the Bashee and other channels, and also of those which pass over the Philippines further south, to the Government of this Colony.

## F.

A glance at the chart will show that it is almost a certainty that one or both of these points will be included in the storm area of any typhoon coming in from the Pacific, and that both the above mentioned points are favourably situated for obtaining cross bearings of a storm passing across the China Sea, or for that matter before it has entered it.

These bearings could be telegraphed to Hongkong before the Colony itself had come within the influence of the storm winds and when once within this influence the skilled observer here deduces the bearing and uses it with those already received so that a storm when once past the Bashees would be tracked in its progress across the China Sea by bearings taken from three different places and the public made aware from time to time of the approximate position of the centre, the course it was travelling on, and its rate of progression.

If this plan were adopted improvements in the details would no doubt suggest themselves from time to time. The great value of the Pratas Shoal as an observing station cannot fail to be known to the Chamber, but I take it the time has not come for anything to be done in the way of utilising it.

The above gives in outline what the practical needs of the Colony are at the present moment, and as time goes on, the scope of the plan can be extended if need be. The details would have to be arranged by the high authorities of the various Powers concerned, and there seems no reason to doubt that all would take an enlightened and comprehensive view of the matter.—I have, &c.,

G. C. ANDERSON, *Marine Surveyor.*

FULLARTON HENDERSON, Esq., *Secretary,*  
HONGKONG CHAMBER OF COMMERCE.

## G.

HONGKONG, 27th June, 1889.

SIR,—I am deputed by the body of Licensed Passage Brokers to hand you the enclosed copy of correspondence recently exchanged between them

## G.

and the Government, on questions therein set forth, as it is probable the Chamber may be referred to in the matter, for which reason it is thought desirable that members should be familiar with the facts.—I have, &c.,

H. SHEPPARD.

F. HENDERSON, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

(Copy.)

No. 69M.

HARBOUR DEPARTMENT,

HONGKONG, 1st June, 1889.

SIR,—I beg to give you notice that for the future the law will be enforced as regards Contract Passage Tickets, and that the tickets must therefore be *signed* by the Passage Broker, and in addition, must be stamped with his seal or trade mark, otherwise they cannot be accepted by the Emigration Officer.—I have, &c.,

R. MURRAY RUMSEY, *Emigration Officer, &c.*

To

CHUN KING POO, Esq.  
JOHN A. MOSELY, Esq.  
C. L. GORHAM, Esq.  
GEO. H. WATT, Esq.  
M. BEART, Esq.  
E. SHELLIM, Esq.  
H. SHEPPARD, Esq.

HONGKONG, 17th June, 1889.

SIR,—We, the undersigned Licensed Passage Brokers of this Colony, have the honour to reply to your circular communication of the 1st instant, wherein you inform us that the law will be enforced, in that we shall in future be required to “sign under our hand and stamp with our

## G.

respective seals or trade marks," all Contract Passage Tickets. You have also verbally informed us that our presence at the Harbour Office during the official examination of the passengers is absolute necessary.

It is clear that under sections 31 and 33 of the "Consolidated Ordinance of 1889" we are required to sign and to attend the examination of the passengers before the Emigration Officer, but we would point to the increase in emigration during the past 32 years since the sections in question were framed. There are now perhaps frequently as many passengers going to the Straits in one week as went in a whole twelve month in earlier years, and we ask that, if the letter of the law now compels the order issued, an amendment be passed as speedily as possible that shall afford us some relief from the useless sacrifice of time entailed, and yet *fasten upon us with equal effect* the several obligations of the contract, from which it is not our purpose by any means to escape.

Granted that the form of procedure as directed in sections 33 were practicable when treating with the very limited number of Chinese passengers during the years immediately following the passing of this Ordinance, it is patent that it would be impracticable in the present day. We would therefore respectfully submit that, as the nature of the law is such as to compel its accommodation to circumstances in one respect, its undue pressure upon Passage Brokers may be so modified as to meet the exigencies of the situation until an amendment can be passed, and that we shall not be compelled, as a hard and fast rule, to attend throughout the examinations of emigrants at the Harbour Office; an examination in which we have no voice whatever.

We would petition that, in this particular, the matter be left at your discretion, and that where we have occasion to ask you to be allowed to absent ourselves for short periods from the Harbour Office during the examinations, in order to attend to other necessary business in connection with the despatch of emigrant vessels, you be allowed power to grant such request. You will note that we always leave reliable men to guard the interests of the business, and hold ourselves ready to appear in person at a few minutes notice.

Regarding the signing by hand, we would submit that the practice of the past thirty years, namely, affixing the true and perfect impression of

## G.

our signatures by means of a chop or stamp, possesses a distinct advantage over the autograph signature in this particular branch of business. It makes every signature alike, and consequently, the slightest variation would render a forgery at once liable to detection. Whereas, with actual signatures, the varieties necessarily occurring in the tiring process of signing, say, 700 or 800 tickets, as will frequently be the case for one steamer, would render it as difficult to deny a falsification as to recognise a true autograph. Some of us already have, and those who have not can procure without delay, steel impressed stamps as trade marks, and we beg that this impress on the contract tickets may be accepted as a counterproof of our obligation, and will admit of the Government again sanctioning the use of our signature "chop."

We trust for a favourable consideration of this petition, and we would mention, that, as the mercantile firms we serve are concerned in our desire to avoid waste of time, we are forwarding a copy of this correspondence to the Chamber of Commerce that the Chamber, if referred to on the subject, may be aware of the facts.—We have, &c.,

GEO. H. WATT.  
M. BEART.  
CHUN KING POO.  
ED. SHELLIM.  
H. SHEPPARD.  
C. L. GORHAM.

*Licensed Passage Brokers.*

Captain R. MURRAY RUMSEY, R.N.,  
*Emigration Officer, &c., &c., Hongkong.*

(Copy.)  
No. 78M.

HARBOUR DEPARTMENT,

HONGKONG, 20th June, 1889.

GENTLEMEN,—I am in receipt of your joint letter dated 17th instant, on the subject of your signing Contract Passage Tickets, and attending personally at this Office during the examination of intending Emigrants.

G.

I note that you desire,—1st, “relief from the useless sacrifice of time entailed” in attending the examination at the Harbour Office; and 2nd, that the Government will again sanction the use of your signature “Chop.”

In reply, I can only express my regret at my inability to accede to your requests, since it is quite beyond my power to authorise any deviation from the provisions of the law as it at present stands.—I have, &c.,

R. MURRAY RUMSEY, *Emigration Officer, &c.*

GEO. H. WATT, Esq.,

& Others Licensed Passage Brokers.

HONGKONG, 22nd June, 1889.

SIR,—We have the honour to refer to the following order issued by the Emigration Officer, under date of the 1st instant, viz:—

“I beg to give you notice that for the future the law will be enforced as regards Contract Passage Tickets, and that the tickets must therefore be signed by the Passage Broker, and in addition, must be stamped with his seal or trade mark, otherwise they cannot be accepted by the Emigration Officer.”

Consequent upon this, we have addressed Capt. RUMSEY pointing out the hardships, which for no useful purpose, the order imposes upon us, but he has informed us in reply that he can afford us no relief, and we are, therefore, compelled to bring the matter to your notice, with the view of having it laid before the Government. We understand that the order is required under sections 31 and 33 of “The Chinese Emigration Consolidation Ordinance, 1889,” and for purposes of reference we cite these sections, viz:—

Sec. 31.—“Every passage broker who shall or may receive money from any person, for or in respect of a passage in any Chinese passenger ship, shall give to every such person a contract ticket, under the hand of such passage broker, and stamped with his seal or trade mark,—each ticket to

G.

“be printed in a plain and legible type, according to the form in the Schedule H. hereto, and to be accompanied with a translation thereof in the Chinese language.”

Sec. 33.—“On every occasion of the delivery to any passenger of such contract ticket as aforesaid, the passage broker who shall have engaged to provide such passenger with a passage shall attend with him at the office of the Emigration Officer, in whose presence the contract ticket shall be delivered to such passenger, and who shall explain to him the true intent and meaning of such contract.”

while to appreciate clearly their meaning and object, and their bearing on our services in connection with the working of the Ordinance it is perhaps just as well to cite the form of “Contract Passage Ticket” for which said Ordinance makes provisions as follows:—

“I hereby engage that the Chinese named at foot hereof shall be provided with a passage to, and shall be landed at the port of \_\_\_\_\_ in \_\_\_\_\_, in the ship or vessel called the “\_\_\_\_\_”, with not less than 72 cubic feet and 12 superficial feet for berth accommodation (or in case of ships under section 46, 54 cubic feet and 9 superficial feet), and shall be victualled according to Schedule A to “The Chinese Passengers Act, 1855,” annexed, during the voyage, and the term of detention at any place before its determination, for the sum of \_\_\_\_\_ dollars, and I hereby acknowledge to have received the sum of \_\_\_\_\_ dollars in full payment.”

It is abundantly clear that the object of the sections in question is to fasten upon the passage-broker, with no manner of escape, the obligation of the “Contract Passage Ticket,” and, as the practice of the past thirty years cannot be said to have ever frustrated this object we ask for a reversion thereto since the order in question is entailing on our part a terrible and (we would add with all due respect) a purposeless waste of time. We do not pretend for a moment to express an opinion one way or the other as to whether or not the altered circumstances of 1889 as compared with 1855 (the date to which these sections owe their origin) are such as to entitle the Government to exercise any discretion in administering the law as it



## G.

stands but we merely point to the fact that the pressing nature of the altered circumstances has been felt and acted upon by the Government where they themselves are concerned, for their practice of having the emigrants brought before the Emigration Officer in a body on a given date *after* the issue of the contract passage tickets is as manifest—though harmless—a departure from the strict letter of the Ordinance, as was our affixing our signatures by means of an impressed stamp (the custom for years past) or our going about other business after presenting the passengers once and for all for examination, and this being so, we merely ask that the same clemency which in deference to circumstances the Government can extend to their own servants and the work of their departments be equally exercised in our favour and in the interests of the mercantile firms we serve which interests are none the less material. As the Ordinance itself is now before the Council we beg leave to remark that the occasion is opportune to amend it in this particular and in a manner that shall just as effectually fasten upon us the obligations of the “Contract Passage Ticket” from which we, by no means, wish to escape.

It would appear, however, that the motive of the order is a precaution against kidnapping; but, we contend that, on closer examination, it will be seen that it was never intended (as it would be alike impossible) to attain any such end through the medium of the passage-broker whose position and services have perhaps never been more clearly defined than when a recent Governor speaking in Council upon the Emigration Ordinance referred to it as “the means whereby the Government guarantee the conveyance to the travelling public” or words to that effect. The Police can alone be looked to in the suppression of kidnapping or the pursuit of its culprits and we beg leave to state that their efforts would alike be *wasted* at the examination before the Emigration Officer though their services would be *useful in the extreme* at and after the examination *on board* steamer where it is plain that the victim of any kidnappers *must* be produced, however successfully he may have been impersonated up to that stage of the proceedings. We would not presume to question the interpretation of the sections of the Ordinance cited, only as mentioned they owe their origin to the very first emigration Ordinance passed in the Colony (we believe in 1855 or 1857) and it has been quite conspicuous in the cases of kidnapping, or alleged kidnapping recently before the Police Court that the Magistrate

## G.

was not at all clear as to the function of the passage-broker, confounding him (most unflatteringly) with what might be called a “coolie procurer” and we regret to think that some such misconception exists even in higher governmental departments.

In conclusion we beg leave to add that kidnapping where it occurs is due to no imperfection of the Ordinance itself which works perfectly in all points where Europeans alone are concerned in conforming to its provisions. A proper means of safeguarding the emigrant while applying the Ordinance is alone wanting to render kidnapping under it an impossibility and in this matter we are ready to assist the Government with such suggestions as our intimate association with the working of the Ordinance may qualify us to make. Our own interests and sympathies in the matter are one with the Government, as may be equally said of the important mercantile firms we serve. With these remarks we respectfully beg you to bring this our petition before His Excellency the Governor and trusting for its favorable consideration.—We have, &c.,

C. L. GORHAM.

M. BEART.

CHUN KING POO.

H. SHEPPARD.

GEO. H. WATT.

E. SHELLIM.

*Licensed Passage Brokers.*

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

HONGKONG, 24th June, 1889.

SIR,—We have the honour to refer to a letter addressed to you under date of the 22nd instant, by MESSRS. GORHAM, WATT, SHELLIM, CHUN KING POO, BEART, and SHEPPARD, the Licensed Passage Brokers of Hongkong, copy of which we have seen; and, as it seems to us to make a very reasonable request we beg to accord it our support and commend their Petition to the special notice and consideration of the Government.

As the employers of the brokers in question we look to them to attend, on our behalf, to the many requirements and details of the Chinese

## G.

Emigration Ordinance—apart from the mere issue of the Contract Passage Tickets—and we are moreover equally desirous with them that they should avoid any unnecessary waste of time.—We have, &c.,

JARDINE, MATHESON & Co.,  
*General Managers, Indo-China  
Steam Navigation Co.,  
Agents, 'Glen' Line Steamers,  
Java Agency Co., Ltd.,  
and others.*

*For the Austro-Hungarian Lloyds  
Steam Navigation Co.,  
O. BACHRACH.*

E. L. WOODIN,  
*Superintendent, P. & O. Co.*

p.p. DOUGLAS LAPRAIK & Co.,  
T. E. DAVIES,

*General Managers,  
Douglas, S. N. Co., Ltd.*

CHAS. D. HARMAN,  
*Agent, Pacific Mail S. S. Co., and  
Occidental & Oriental S. S. Co.*

DAVID SASSOON, SONS & Co.,  
*Agents, Apcar Line.*

BUTTERFIELD & SWIRE,  
*Agents, Ocean Steamship Co.,  
China Navigation Co., Ltd.*

LUN SHING ON,  
*Charterer.*

SOY SING,  
*Charterer.*

GIBB, LIVINGSTON & Co.,  
*Agents, 'Ben' and 'Gibb' Lines  
Steamers, and others.*

CARLOWITZ & Co.,  
*Agents of the Navigazioni  
Generali Italiana.*

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

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 27th June, 1889.

SIR,—I beg to acknowledge receipt of your favour of this date giving cover to copies of correspondence between the Emigration Officer and the Licensed Passage Brokers of Hongkong in regard to recent enforcement of regulations which have for years—apparently—been in abeyance. I shall have much pleasure in laying the correspondence before the Committee of this Chamber.—I have, &c.,

F. HENDERSON, *Secretary.*

H. SHEPPARD, Esq.

SIEMSEN & Co.,  
*Agents, Deutsche Dampfschiff.  
Rhederie.*

ARNHOLD, KARBERG & Co.,  
*Agents, China Shippers Mutual  
S. N. Co., Ltd.*

EDUARD SCHELLHASS & Co.,  
*Agents, Sundry Lines of Steamers.*

RUSSELL & Co.,  
*Agents, 'Union' Line Steamers,  
E. & A. S.S. Co., Ltd.,  
China & Manila S.S. Co., Ltd.,  
and others.*

GEO. R. STEVENS & Co.

ADAMSON, BELL & Co.,  
*Agents, Canadian Pacific S.S. Co.,  
'Shire' Line, 'Gollatly' Line,  
and others.*

*Scottish Oriental Steamship Co.,  
GEO. T. HOPKINS, [Ltd.,  
Agent.*

TUNG KEE & Co.,  
*Charterers.*

WING KEE & Co.,  
*Charterers.*

HOP KEE & Co.,  
*Charterers.*

AH YON,  
*Charterer.*

YUEN FAT HONG,  
p. CHIN HENG.

## G.

HONGKONG, 23rd September, 1889.

SIR,—I have the honour to inform you that on the 22nd of July last His Excellency was pleased to appoint Mr. LAYTON, Captain RUMSEY, Dr. HO KAI and myself to be a Committee "for the purpose of formulating suggestions for the revision of the existing law relating to Chinese emigration and for the better suppression of emigration abuses."

2. After collecting considerable information, and discussing at length the nature of the various offences, and the remedies proposed for them, the Committee at the suggestion of Mr. LAYTON, and with the approval of Government, have agreed that no satisfactory decision can be arrived at until an expression of opinion has been obtained from those most interested in the matter, *i.e.*, the members of the Chamber of Commerce; and I have therefore to transmit to you the papers mentioned below and to ask that you will submit them to your Chamber and request the members to consider the various points raised therein and oblige the Committee with an expression of their views thereon at as early a date as possible.—I have, &c.,

N. G. MITCHELL-INNES.

*The Secretary, CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 25th November, 1889.

SIR,—I have the pleasure to return you, herewith, documents marked A to G having reference to the Revision of the Chinese Emigration Act, and beg to thank you on behalf of the Committee for the use of same.

As owing to the absence of the Hon. J. J. KESWICK, and from other causes, no opportunity has yet occurred of discussing the subject at a Board Meeting I am asked to state that if agreeable to His Excellency the Governor the Committee will feel much obliged if they may again be allowed the use of the papers now returned to admit of the further consideration of the important question to which these refer.—I have, &c.,

F. HENDERSON, *Secretary.*

HON. N. G. MITCHELL-INNES,  
*Acting Registrar General.*

## G.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 23rd January, 1890.

SIR,—Reverting to your communication of 23rd September and to the various documents to which it gave cover having reference to the proposed Revision of the Chinese Emigration Act, and forwarded to me for the consideration of the Committee of this Chamber, I have now the honour to advise you, for the information of His Excellency the Governor, that—

The Committee after careful deliberation unanimously agreed that the proposals suggested by the Government Commission, which enquired into the subject, are too cumbersome to be adopted, and even if adopted would not thoroughly eradicate the evils complained of. That in the conduct of such an enormous exodus as annually occurs from this port—having due regard to the difficulties which surround the dealings of Chinese in this business, for it is almost solely in native hands,—it is nearly impossible to prevent the occasional deportation of coolies against their will, but the genuine cases are believed to be very few. Seeing also that the Emigration almost solely takes place to British Colonies where the liberty of the Native is amply safeguarded, the hardship can be redressed on proper representations being made. Elaborate machinery such as is suggested in the Commission's Report would not only be costly which would presumably fall on the ship-owner, but it would, in addition, tend to restrict the Emigration from this port, for if Chinese, or others, found their operations were trammelled by such expensive methods they would seek for other sources of supply. The treaty Ports of Swatow and Amoy which already largely contribute to the Emigration from Southern China, would receive an accession of business. Those ports being under Consular jurisdiction would permit the flow of Chinese, by vessels other than British, under far less stringent regulations than this Government would impose. The result being that not only would this port suffer a loss of the trade, but the British flag would also be supplemented by those of other nations in these waters. Incidentally it may be mentioned that, at the present moment, Emigration is permitted from Swatow to the Dutch Straits Settlements by vessels other than British, while coolies for the Settlement of British North Borneo are not allowed to depart from Swatow in ships flying the British flag. The trade is of great value to Hongkong, and its extent may be gathered from the fees collected for passing emigrants only which

## G.

amounted to, in 1888, \$26,472. An improvement in the present system of conducting emigration is doubtless needed and the Committee would strongly urge that any amendments should be framed with a view to simplify, as much as possible, the methods of working. To this end and expressing their views generally they believe the best system would be to organise an independent department to control this branch of the Colony's trade. The head should be an Official, with a thorough knowledge of the Chinese language and the post should be amply remunerated to ensure in all respects a very reliable man. Under him should be a second with similar qualifications. The remainder of the staff could be adjusted as the needs of the office demanded. The present system of a preliminary examination on shore should be abolished. All coolies should be passed on board the vessels which should be compelled to sail immediately after the inspection. The inspection should in all cases be performed by the Head of the Department or his second; the vessel being carefully surrounded by water police while the inspection lasts and until she sails, to prevent contact with outsiders. The Officer could, on passing the passengers, who would file before him, make it clearly understood to each, where the vessel was going, and ascertain if they then objected to go there or to accept the employment they were engaged for. They should in such case be informed they were free, at once, to leave. The objectionists could be there and then collected, taken ashore and their cases thoroughly investigated, punishment if necessary inflicted on those who had forced the emigrant on board. No Chinese but the actual Emigrants should be permitted on the vessel during the "Passing." Such a system is found to answer in Swatow where Her Britannic Majesty's Consul performs the functions above indicated. Should any unwilling emigrants escape the scrutiny of this inspection, the further examination at the British Ports of destination and the ability of the coolie to further represent his case to the Authorities there, is a final precaution against malpractices. Other details would suggest themselves in framing an Ordinance on this simple principle, which would get at the actual men to ascertain their real wishes uncoerced by any kid-nappers. These details, the Committee recommend should be submitted to the Chamber that they might prevent the introduction of such absurdities as exist in the present Ordinance whereby it is compulsory upon the Passenger Broker to sign with his *own hand* each ticket that he issues and

## G.

compels his attendance at the "Shore" examination of the Emigrants, though he has no power to take any part in the proceeding. He is only a silent spectator.

The principle of a separate Department for Emigration work forces, itself upon the Committee as absolutely necessary. The trade has long grown beyond the power of the Harbour Master's Department to pay that due attention to supervision which its proportions now demand. The cost of such a Department should be defrayed from the Emigration fees now levied and which for 1888 amounted to \$26,472, as already stated, this sum would be more than ample to cover the cost of the new Department. The Committee deprecate any additional levy of fees on this branch of trade for they consider that all taxation than can be "ear marked" for the payment of particular official services for the proper regulation of any branch of trade, should not be merged in the general revenues of the Colony, but applied specifically to the purposes for which they are raised. Thus undue taxation of Commerce is avoided and the freedom of the Port maintained.— I have, &c.,

F. HENDERSON, *Secretary.*

HON. N. G. MITCHELL-INNES,  
*Acting Registrar General.*

## H.

No. 2,810.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 6th December, 1889.

SIR,—I am directed by the Governor to inform you that His Excellency is in receipt of a despatch from the Right Honourable the Secretary of State for the Colonies requesting him to invite the Merchants, Dock Companies, and others to take voluntary action for the purpose of stopping unnecessary work in the Harbour of this Colony on Sundays.

His Excellency would be glad if the Chamber over which you preside would take action towards this very desirable end.—I have, &c.,

F. H. MAY,  
*for the Acting Colonial Secretary.*

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

## H.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 10th December, 1889.

SIR,—I am directed by the Chairman, the Honourable PHINEAS RYRIE, to acknowledge receipt of your esteemed communication of 6th instant, and to state that he shall be happy to bring the subject therein referred to—the Stoppage of unnecessary work in the Harbour of this Colony on Sundays—again to the notice of the Committee, for further consideration.— I have, &c.,

F. HENDERSON, *Secretary.*

HON. A. LISTER, *Acting Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 16th December, 1889.

SIR,—Reverting to your letter of 6th instant (which I have already had the pleasure of acknowledging) having reference to a despatch from the Right Honourable the Secretary of State for the Colonies inviting Merchants and others to take voluntary action for the purpose of stopping unnecessary work in the Harbour of this Colony on Sundays, I have now the honour of informing you that your letter has had the careful consideration of the Committee.

The question of Sunday labour has—as you are aware—been the Subject of a Correspondence in which the Committee while expressing sympathy with the movement regretted that the peculiar circumstances under which trade is conducted seemed to render the suppression of Sunday labour in the Harbour almost impossible—even though the majority of those interested in shipping business are unfavourably disposed towards such labour.

The Committee though individually opposed to unnecessary Sunday labour are unable, as a representative body, to suggest any scheme admitting of equitable and general application calculated to bring about the ends aimed at.—I have, &c.,

F. HENDERSON, *Secretary.*

HON. A. LISTER, *Acting Colonial Secretary.*

## II.

THE EASTERN EXTENSION AUSTRALASIA AND CHINA  
TELEGRAPH COMPANY, LIMITED.

THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN.  
HONGKONG STATION, *March 21st, 1889.*

SIR,—I observe from the recently published report of the Chamber that the question of a Direct Cable between Singapore and Hongkong has been under consideration, and I shall be very glad, if agreeable to the Committee, to meet them and give any explanation of the matter that may be desired, as there may be some points upon which I may be able to offer further information.—I am, &c.,

WALTER JUDD, *Manager in China,*

*Eastern Extension Australasia & China Telegraph Company, Limited.*  
FULLARTON HENDERSON, Esq., *Secretary,*  
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG, *3rd April, 1889.*

Mr. JUDD by appointment appeared before the Committee of the Chamber, and referring to the recently published Report of the Chamber regarding the proposed Direct Cable to Singapore, stated:—

*Actuarial Calculation.*

*That* the actuarial calculation of the Revenue necessary to provide for Interest, Depreciation, Repairs and Renewals for such a cable was £30,000 per annum for 20 years.

1886, *Company takes*  $\frac{1}{3}$  *risk.*

*That* in 1885 and 1886 when the question was first mooted, the Eastern Extension Company, although their existing cables were, and are, amply sufficient for the traffic, agreed in view of the strategic and political advantages of the proposed cable, to take  $\frac{1}{3}$  of the risk, and to ask only for a subsidy of £20,000 per annum from the Governments interested, viz., Great Britain, Hongkong, and Singapore.

1888, *Company takes*  $\frac{1}{2}$  *risk.*

*That* in 1888 further representations having been made to the Company, the Directors decided to further aid the project by taking *half* the risk and declared themselves prepared to lay the cable in consideration of a subsidy of £15,000 per annum.

## I.

*Cable cut in War.*

*That* as to the question of the cable being cut in time of War, it is practicable to do so near the landing ends, but in that case it could be easily repaired, and it is not probable that hostile cruisers would be permanently allowed to remain at such close quarters.

The cable may be grappled in deep water, but not so easily, and unless the hostile cruisers had command of the seas, the cable could be repaired by the Company's steamers under convoy.

In any case the Direct cable would not be cut until war was declared, therefore up to the last moment the Governments of Hongkong and Singapore would be in constant communication with each other and Home, enabling all arrangements and combinations to be made by a line absolutely free from all possibility of Foreign control, which is not the case with the existing line.

*Alternative routes.*

*That* as to alternative routes there are only two probable or even possible.

I. By a Pacific cable to Canada, or the United States. This is so far as we can see or judge not at all likely to be established for many years. The objections being great length, deep water, and a stormy Ocean, all of which render the maintenance of the cable very difficult, uncertain, and expensive.

II. By Chinese lines. Such a route would in our opinion be neither reliable nor quick, and many years must elapse before it could be depended upon in troublous times.

It would certainly not be free from Foreign Control.

*North Borneo.*

*That* it might possibly be arranged that the proposed new cable should touch at North Borneo, thus giving direct communication with a country in which Hongkong has a large and increasing interest, in addition to the before mentioned strategic advantages.

W. JUDD.

HONGKONG, *6th April, 1889.*

## I.

COLONIAL SECRETARY'S OFFICE.

HONGKONG, 12th April, 1889.

SIR,—Adverting to previous correspondence, I am directed by His Excellency the Governor to transmit to you, for the consideration of the Chamber of Commerce, the enclosed copy of a letter from the Manager in China of the Eastern Extension Australasia and China Telegraph Company, Limited, and the Great Northern Telegraph Company of Copenhagen, on the subject of a proposed direct telegraphic communication with Singapore, and to state that the offer now made differs from the previous one inasmuch as having all the advantages offered by the latter, it includes also that of communication with an island of rapidly growing importance, in which Hongkong is likely to have special interest.

I am to add that His Excellency Admiral Sir NOWELL SALMON has, since the date of the last correspondence with the Chamber, impressed on the Governor the great importance of a second line of communication with Singapore, being of opinion that, even if the line were cut after a declaration of war, the passage over it of a single message to the effect that war was imminent, might be worth to this Colony more than the whole of any subsidy that has ever been asked.

Sir NOWELL SALMON is also of opinion that in case of war the line *via* Borneo would be of special value as being near the route of the trade between China and Australia.

Under the circumstances His Excellency the Governor would be glad to receive the views of the Chamber on Mr. JUDD's communication,—I have, &c.,

FREDERICK STEWART, *Colonial Secretary,**To the Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG, 6th April, 1889.

SIR,—I have the honor to state the following for the information of His Excellency the Governor:—

It will be within His Excellency's recollection that in 1885, 1886, and 1883, the question of a cable from Hongkong to Singapore, not touching on Foreign territory was considered by this Government, without however any definite decision being taken.

## I.

I am now instructed by my Directors to inform His Excellency that the Authorities of British North Borneo have addressed them with a view to the extension of our system to that place by means of a cable from Singapore to British North Borneo, touching *en route* at Labuan and Sarawak.

Should this arrangement be carried out, an opportunity would be afforded, by continuing the new cable from North Borneo to Hongkong, of giving this colony direct communication with that rapidly developing country, and at the same time providing that alternative route to Singapore, touching only on British territory, which has been so generally recognized as politically and strategically important.

I would point out that the existing cables are amply sufficient to carry a considerable increase of the present traffic, and as the additional traffic due to the establishment of the proposed new cable would be entirely insignificant in proportion to the large outlay, my Directors instruct me to state that the extension could only be carried out in consideration of the undertaking being subsidised by the Governments interested.

I would mention that the subsidies named in my letter of April 14th, 1888, were for a duration of 20 years, that being the period upon which all our actuarial calculations are based, and I am now instructed to enquire whether the Government of Hongkong would be disposed to grant a subsidy for 20 years for this purpose, and if so, of what amount.

As I gather that one of the objections taken by the Chamber of Commerce to our former proposals was that the advantages were purely political, I would now beg to point out that the present proposition, if carried into effect, would subserve both political and commercial interest.—I have, &c.,

WALTER JUDD, *Manager in China,*  
*Eastern Extension Australasia and China Telegraph Co., Ltd.*The Hon. F. STEWART, LL.D., *Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 17th April, 1889.

SIR,—I have the honour to acknowledge receipt of your communication of 12th instant, hauding copy of a letter from Mr. JUDD, Manager in China of the Eastern Extension Australasia and China Telegraph

## I.

Company, being in continuation of previous correspondence having reference to a cable between Hongkong and Singapore, and pointing out that in the event of the Cable being laid it would now, in all probability, be made to connect with British North Borneo.

I am directed by my Committee to express their extreme obligation to His Excellency the Governor for his courtesy in forwarding to them a copy of Mr. JUDD's letter, and to state that the question to which it refers will receive their earliest consideration.—I have, &c.,

F. HENDERSON, *Secretary.*

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

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 11th May, 1889.

SIR,—On the 17th April I had the honour to acknowledge receipt of your communication of 12th idem handing copy of a letter from Mr. WALTER JUDD, Manager in China of the Eastern Extension Australasia and China Telegraph Company, being in continuation of previous correspondence from that gentleman and having reference to a proposed special cable between this Colony and Singapore.

Since the date of my letter, as above, the subject of telegraphic communication with Singapore has again received careful consideration at the hands of the Committee of this Chamber, and I am directed to state for the information of His Excellency the Governor that though circumstances have somewhat altered since the 31st July, 1888, when they had last the pleasure of addressing you on the same subject, they do not consider the changes are in themselves of sufficient importance to necessitate any modification of the views then expressed.

The suggested connection of the proposed cable with the promising territory which British North Borneo has now become is no doubt a factor of very considerable commercial importance, but the Committee are not of opinion that it in any way lessens the obligation attaching to the Imperial Government to do all in its power to increase the effectiveness of two such important coaling stations as Singapore and Hongkong.

## I.

These views are strengthened by the fact that the Home authorities readily admit the necessity for complete effectiveness at Eastern coaling stations and the Committee of this Chamber therefore still deprecate the appropriation of any portion of the Colony's revenue to subsidising a special cable,—I have, &c.,

F. HENDERSON, *Secretary.*

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

## J.

S.S. SARA, QUESTION OF MARITIME LIEN AS  
REGARDS MASTER AND MORTGAGEE.

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CHAMBER OF COMMERCE,  
SINGAPORE, 26th July, 1889.

DEAR SIR,—My Committee desire to draw the special attention of your Chamber to the recent decision of the House of Lords, in the case of the S.S. *Sara* as reported in the London *Times* of 28th May last, a decision which in a great measure alters the position of ship agents to the owners of steam vessels, in so far as it deprives the draft of the Master on the owner, for necessary disbursements of the preferential lien on the vessel, which it has been hitherto supposed to possess.

I beg to forward a copy of a letter which this Chamber has addressed to the London Chamber of Commerce on the subject. My Committee would be glad to learn if your Chamber is disposed to take action on similar lines in this most important matter.—Yours &c.,

ALEX. GENTLE, *Secretary.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

(Copy.)

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CHAMBER OF COMMERCE,  
SINGAPORE, 23rd July, 1889.

DEAR SIR,—The attention of this Chamber has been drawn to the recent decision of the House of Lords in the case of the steam-ship *Sara*, as reported in the London *Times* of 28th May last, reversing the judgment of

## J.

the Admiralty Court and Court of Appeal and upsetting the principle which has hitherto governed commercial usage, supported by not a few decisions of the Admiralty Court, that the Master of a vessel has a maritime lien on the ship for necessary disbursements, in priority to a mortgagee.

The judgment has attracted so much attention in mercantile circles and its practical effects are so obvious that it must be quite unnecessary to discuss them here; but I am directed to invite your consideration to the important bearing which this new interpretation of commercial law has on a Colony like that of Singapore—one of the chief coaling stations in the world—a port of call for vessels of every class—where nothing is more common than for steamers to be coaled and victualled on the credit solely of the Masters' draft. The effect of the recent decision will be that steamers will become liable, in many instances where the owners are of no great repute, to be detained in port pending payment of the disbursements incurred, involving harassing delay, the raising of delicate questions as to the credit of owners and otherwise exposing those who supply the necessaries, without which the vessel could not proceed, to risks which they cannot in fairness be expected to undertake.

My Committee desire to place themselves in communication with your Chamber on this important subject and to join in any efforts that may be made at home to bring commercial usage in this respect under the protection of the law, or failing this, to promote such a change in the law as may be required to make the ship a real security for necessary disbursements.

I am to add that this Chamber has addressed the Chambers of Commerce of Hongkong and Penang, with a view to joint action in this most important matter.—I am, &c.,

ALEX. GENTLE, *Secretary*.

*To the Secretary,*

LONDON CHAMBER OF COMMERCE, LONDON.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 10th August, 1889.

SIR,—I have the pleasure to own receipt of your esteemed favours (two) of 26th ultimo, and beg to thank you for copy of your letter to the London Chamber regarding the decision of the House of Lords in appeal *re* the steamer *Sara*.

## J.

The question involved in their Lordships' decision is one of very considerable interest, and I shall have much pleasure in bringing it to the notice of the Committee, and also of again addressing you later on.—I remain, &c.,

F. HENDERSON, *Secretary*.

ALEX. GENTLE, Esq., *Secretary*,

CHAMBER OF COMMERCE, SINGAPORE.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 8th October, 1889.

DEAR SIR,—I have the pleasure to hand you, herein, copy of a letter to the Secretary of the London Chamber of this date, having reference to the above case, which, you will notice, only confirms the well founded opinions to which you gave expression in your letter of 26th July, also addressed to the London Chamber. In these views the Committee of this Chamber entirely concur.

The Committee has reason to believe that steps have already been taken in London which may perhaps render any further action in the part of Foreign Chambers unnecessary.

Should further action, however, become necessary later on this Chamber will gladly join with you in any endeavours to bring about a change.—I am, &c.,

F. HENDERSON, *Secretary*.

ALEX. GENTLE, Esq., *Secretary*,

CHAMBER OF COMMERCE, SINGAPORE.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 8th October, 1889.

DEAR SIR,—This Chamber has been favoured with copy of a letter of 23rd July addressed to you by the Singapore Chamber and having reference to the decision of the House of Lords in the above case, ruling that the Master had no Maritime lien on the Ship for necessary disbursements, in priority to a Mortgagee.

This Chamber fully concurs in the opinions expressed by the Singapore Chamber as to the difficulties certain to arise out of the above decision, and the hindrance to shipping business generally involved therein.



J.

The above decision, upsetting as it does, what has long been a supposed well-established fact in law, has naturally attracted considerable attention, and it is understood that a movement has already been started in England with the view of bringing about a change which may perhaps render any further action in the part of Foreign Chambers unnecessary.—I am, &c.,

F. HENDERSON, *Secretary.*

KENNIC B. MURRAY, Esq., *Secretary,*  
CHAMBER OF COMMERCE, LONDON.

CHAMBER OF COMMERCE,  
SINGAPORE, 18th October, 1889.

DEAR SIR,—I beg to acknowledge receipt of your letter of 8th instant, and my Committee have read with interest the enclosed copy of your letter to the London Chamber of Commerce re the *Sara* decision.

Information has reached this Chamber, and will no doubt reach you in due course, that an Imperial Act, entitled—“*An Act to amend the Merchant Shipping Act, 1854, and the Acts amending the same,*” was passed on 26th August last, which confers a Maritime lien upon the Master for disbursements properly made by him on account of the ship and for liabilities properly incurred by him on account of the ship.

The law and commercial usage are, therefore, once more in accord on this point.—Yours, &c.,

ALEX. GENTLE, *Secretary.*

To the *Secretary,*  
HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 30th October, 1889.

DEAR SIR,—I have the pleasure to own receipt of your esteemed favour of 18th instant, and beg to thank you for the information conveyed therein that an amended Shipping Act has been passed in August, conferring upon the Master of a vessel a Maritime lien for disbursements in priority to the Mortgagees.

J.

It is satisfactory to know that what was long supposed to be a well-established fact is now by Imperial enactment a law of the land, and that a threatened hindrance to shipping business has been averted.—I remain, &c.,

F. HENDERSON, *Secretary.*

ALEX. GENTLE, Esq., *Secretary,*  
CHAMBER OF COMMERCE, SINGAPORE.

From “*China Mail.*”

20th September, 1889.

The decision of the House of Lords in the case of the steamer *Sara* is of peculiar interest, upsetting as it does what was long supposed to be a well-established fact, that the Master had a maritime lien on the vessel for disbursements, in priority to the Mortgagees. Briefly stated the case is this: Captain BAKER of the S.S. *Sara*, while on a voyage from the River Plate to Antwerp, called at St. Vincent for the purpose of coaling, and under instructions from his managing owners, and, in the usual course of business, drew upon them for cost of coal and ordinary port charges, which bill on presentation was dishonoured, and payment refused. The steamer was mortgaged to HAMILTON and another (Appellants), from whom Captain BAKER (Respondent) sought to recover the amount of his bill (with interest) for disbursements. The case was tried before Mr. JUSTICE BUTT, who held that the Master (Respondent) had a maritime lien on the vessel, for the disbursements, in priority to the Mortgagees (Appellants), and gave judgment in his favour. Mr. JUSTICE BUTT's judgment was afterwards upheld by the Court of Appeal, consisting of the Master of the Rolls (Lord ESHRE) and Lord Justices LINDLEY and LOPES. In the House of Lords, before the Lord Chancellor, Lord WATSON, and Lord MACNAGHTON, the judgment of the Court of Appeal was reversed, with costs.

K.

OFFICE OF THE HONGKONG, CANTON & MACAO STEAM-BOAT CO., LD.,  
HONGKONG, 5th October, 1889.

DEAR SIR,—We beg to enclose for the perusal of your Chamber, six copies of a pamphlet we have had printed detailing fully the hardship and

## K.

difficulties with which our trade is surrounded in the running of river steamers between this Port and Canton owing to the oppressive legislation of this Colony.

We need not enlarge here upon the case which is so fully set forth in the printed matter herewith, but we do hope that we may receive the aid of your Chamber's support to help us in redressing the trammels to which our trade is subjected.—We remain, &c.,

THOS. ARNOLD, *Secretary,*  
*Hongkong, Canton & Macao Steam-boat Co., Ltd.*

BUTTERFIELD & SWIRE, *Agents,*  
*China Navigation Company, Limited.*

FULLARTON HENDERSON, Esq.,  
*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

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*Correspondence of the Hongkong, Canton and Macao Steam-Boat Company, Limited, and the China Navigation Company, Limited, with the Hongkong Government, upon the subject of Smuggling by the River Steamers to Canton.*

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HONGKONG, 22nd September, 1888.

SIR,—We beg to direct the attention of His Excellency the Governor to the working of the Opium Ordinances of the Colony so far as they affect our business of ship-owners running a regular service of Steam-boats between this port and Canton.

For some time past we have found a great increase of smuggling by our steamers into Canton of prepared Opium.

This prepared Opium, we have not the slightest hesitation in stating, is the property of the Opium Farmer, and that he suborns our Native employées on the vessels, to assist him in running the drug into China without payment of duty.

It is impossible in these vessels, for the *personnel* most of them in the pay of the Opium Farmer, to institute a search that shall lead to the discovery of the smuggled drug. When we mention that the vessels are frequently

## K.

in the hands of a scientific search party from the Chinese Customs for several hours, and that they fail to detect the presence of the Opium, *which they know to be on board*, you will readily understand the difficulties that beset us.

The frequent contraventions of the Chinese Customs regulations have caused the Customs to become very severe upon us, and they now threaten to fine us heavily for each breach that occurs, while, if the smuggling continue, we should not be surprised if an attempt were made to withdraw the privilege we enjoy in running these River Steamers, which would most seriously cripple our trade.

The remedy is not easy to find. If it could be insisted upon that the Opium Farmer ear-marked each package of prepared Opium that left his control and kept a register thereof so that the recipient could be traced, and that the Farmer's responsibility in respect of this Opium did not cease till it paid duty at the Chinese Customs, the relief we desire might be obtained. It is quite possible for the supposed intermediary to destroy the identity of the package after it left the Farmer's premises which would render the precaution of ear-marking the package nugatory.

It seems to us, therefore, the only method of really meeting the difficulty would be to make the Farmer responsible for all the consequences of smuggled Opium that is seized by the Chinese Customs. Such a course may appear drastic, but we feel certain he has the power and could take such precautions as would make the liability merely nominal.

We pass over the loss of freight that we sustain through this illicit traffic, for we do not obtain a cent on the carriage of the drug.

Another point to which we desire to direct attention is the system adopted by the Opium Farmer on arrival of each River Steamer from Canton. A *posse* of his native servants invade our private wharves and steamers, and insist upon searching the baggage, etc. of the passengers as they land. This action is so contrary to the traditions of a "free port" that we are loth to believe it meets the sanction of the Government.

On reference to the Ordinance 1 of 1884, Section 27, it is lawful *for an Inspector of Police, having reasonable ground* for believing that there is boiled or prepared Opium in any ship within the waters of the Colony to

## K.

take the action which daily occurs on board our steamers, but the Officer to be employed is an Inspector of Police, not the Farmer's native runners, and he must have a "reasonable belief."

This "belief" can hardly be "reasonable" when it is applied to, say, 1000 to 1500 passengers per diem.

Ordinance 22 of 1887, Section 20, permits of similar search on board vessels, but the Officer must be not under the rank of a Sergeant for the search for *raw* Opium.

So that unless we have misinterpreted the powers of the Opium Farmer, his action hitherto has been *ultra vires*. On the other hand, should he be within his rights we would suggest that a remedy be found to limit the inconvenience to which passengers by the Canton Steamers are subjected.—We have, &c.

THOS. ARNOLD, *Secretary,*  
*Hongkong, Canton and Macao Steam-*  
*boat Company, Limited.*

BUTTERFIELD & SWIRE,  
*Agents, China Navigation Company, Ltd.*

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

HONGKONG, 23rd October, 1888.

SIR,—As bearing upon the joint letter addressed to you by the Hongkong and Macao Steam-boat Company and ourselves on the 22nd September last, on the difficulties we encounter from the smuggling of Opium by our river steamer trading to Canton, with which we believe the Opium Farmer is intimately connected, we beg to bring to your notice the following incident.

On the 19th instant, at about 7.15 p.m., the Chief Officer of the *Hankow* detected one of the stewards of the vessel with two tins of Opium in one of the first-class state-rooms, which he was about to secret. The Chief Officer took possession of the Opium pending the arrival of the Captain, who was absent, for instructions. Subsequently, about 8.30 p.m., the watchman of the steamer discovered another tin which was also handed the Chief Officer. At 11 p.m., a man named ALLI BUX who represented himself to be an Excise Officer and produced a *General Warrant*, No. 28, not a *Specific Warrant*, for the

## K.

seizure of this Opium; called on board and demanded that the *three tins* should be delivered to him on behalf of the Opium Farmer. The three tins of Opium were handed to him.

It cannot be traced accurately whether the implicated steward, on the Opium being taken from him, proceeded at once to give notice to the Opium Farmer of what had occurred, but it is known he left the vessel quickly. There can be no shadow of a doubt that he at once informed his employer of the occurrence hence the visit of the Excise Officer who demanded, not to search the vessel if he had that power, but that *the three tins taken possession of by the Chief Officer* should be restored to him, shewing he was accurately informed of what had actually taken place.

The connivance, if not the actual implication, of the Opium Farmer is plainly indicated in this case, and we will be glad if the Government will direct such steps be taken as shall prevent our being subjected to the recurrence of these initiatory acts of smuggling, which as you are fully aware, are fraught with most serious consequences to the steamer at Canton.—We have, &c.

BUTTERFIELD & SWIRE,  
*Agents, China Navigation Company, Limited.*

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

No. 1,526.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 24th October, 1888.

SIR,—In reply to the joint letter from yourself and the Agents of the China Navigation Company, Limited, dated 22nd ultimo on the question of prepared Opium smuggled into Canton by the river steamers, I have the honour, by direction of the Governor, to state that the suggestion that the Opium Farmer should be held responsible, if possible, for all prepared Opium found on the Canton Steamers, until it paid duty to the Canton Customs, is impracticable, and would be also recognising a principle which cannot be acceded to. The dealers in piece-goods might equally be held responsible for their payment of duty all along the Chinese Coast; and, as Opium is

## K.

smuggled from Macao and other places just as much as from Hongkong, His Excellency is of opinion that such a course as that suggested by you would be manifestly unjust to the Opium Farmer.—I have, &c.,

FREDERICK STEWART,  
*Colonial Secretary.*

T. ARNOLD, Esq., *Secretary,*  
HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

No. 1,563.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 3rd November, 1888.

GENTLEMEN,—Adverting to your letter of the 23rd ultimo, respecting the recent seizure of Opium on board the S. S. *Hankow*, I am directed by the Governor to inform you that His Excellency is advised that the law requires that the Excise Officer into whose possession the Opium was given should hold it subject to adjudication by a Magistrate.

His Excellency is further advised that it would be well if the China Steam Navigation Company were represented when the case is brought up for adjudication at the Magistracy, to see that the facts stated in your letter are brought before the Magistrate.—I have, &c.,

FREDERICK STEWART,  
*Colonial Secretary.*

Messrs. BUTTERFIELD & SWIRE,  
*Agents, China Steam Navigation Company, Limited.*

OFFICE OF THE HONGKONG, CANTON & MACAO  
STEAM-BOAT COMPANY, LIMITED.

HONGKONG, 24th September, 1889.

SIR,—Referring to our joint letter to you of the 22nd September last year and to a letter addressed to you by Messrs. BUTTERFIELD & SWIRE on the 23rd October last, both dealing with the subject of the smuggling of Opium on the river steamers plying between Hongkong and Canton; we have now the honour to forward for the consideration of His Excellency the

## K.

Governor, reports, cut from recent numbers of the *Daily Press* of two cases tried in the Police Court, one before the Honourable Mr. WODEHOUSE, C.M.G., and the other before Mr. ROBINSON, illustrative of the same subject and phase of the subject, to which we last year took leave to call His Excellency's attention.

In our joint letter of 22nd September we mentioned the then quite recent increase in the number of the attempts to smuggle prepared Opium to Canton by the river steamers. We stated, unhesitatingly, that from the information in our possession, we were satisfied that the licensed Opium Farmer was the principal offender. We pointed out the grave difficulties we had in defending ourselves against these attempts, and the risk of heavy loss (even of confiscation of our steamers) that we ran in Canton from the growing irritation of the Chinese authorities at this great increase in smuggling. We suggested some possible remedies and asked for the consideration and protection of the Government.

In Messrs. BUTTERFIELD & SWIRE'S letter of the 23rd October they reported a case in which prepared Opium found by the Officers of the *Hankow*, on board of that vessel, was claimed within an hour or two by the Opium Farmer, under the provisions of Section 2 of the Opium Ordinance of 1884.

To neither of these letters did we receive any satisfactory reply: to the first mentioned the answer was, that one of our proposed remedies was impracticable; to the other that we had better attend at the Police Court and get the matter investigated.

We have now the honour to call your attention seriously to the state of affairs. Prepared Opium is being constantly smuggled hence to Canton by our steamers: our Officers do their best to check it: we employ an ex-Customs Officer and staff of six men as a private preventive service; we instantly dismiss from our staff any man against whom there is even a shadow of suspicion; and all without effect, because the Opium Farmer and his Excise Officers, who ought to be our protection, are themselves the smugglers or in league with them.

Consider first that it is absolutely and undeniably the Farmer's interest that as much as possible should be smuggled. He has no trade with China in prepared Opium unless it is so introduced: the more that can be passed into China the more he is called on to supply and the greater his profits.

## K.

Even if not actively engaged in the traffic, it is unreasonable to suppose that he will actively oppose it. But we are confident that he actively assists in the smuggling by himself and his officers. First, no one has ever heard of any seizure by his officers of prepared Opium going out of Hongkong, so that it passes freely in the streets or in boats and elsewhere: the smallest portion attempted to be *brought in* however, is seized remorselessly. Secondly: if prepared Opium is found on board any steamer in this harbour on its way to China, it is seized by the vessel's officers in the performance of their duty: the Opium Farmer hears of it at once; his officers claim it; the Opium is declared forfeited by a Magistrate, and under the existing Government understanding with the Farmer, it is entirely given up to him, so that there is no loss either to the Farmer or those interested in the smuggling.

The first of the two cases sent herewith, tried before Mr. ROBINSON on the 18th and 19th instant is conclusive. Mr. LOGAN, our preventive officer here had information that Opium was to be put on board the *Honam* for conveyance to Canton. He searched for it; found it; and gave it to the Captain, who secured it in a locker. Within an hour of the occurrence, the Opium Farmer himself had notice, not of the original conveyance on board, but of the seizure by the Captain and Officers, and his Chief Excise Officer went on board, not to search for Opium generally, but to demand the delivery to him of that specific Opium, actually knowing where it was locked up. We retained Mr. FRANCIS, Q.C., to assist at the investigation of the case, and the Magistrate practically declined to hear our evidence as to where that Opium came from as irrelevant to the question before him. He held Captain LEFAVOUR's possession of the Opium, although found by him on board of his steamer and brought there under circumstances that might involve the steamer in the greatest risks, unlawful. The Opium, 24 tins, was confiscated, and although the Magistrate refused to make any order, the Opium Farmer asserted in open Court that he "would get it, anyhow."

We forward you declarations by Mr. LOGAN, and by three Chinese, most carefully taken, which will show conclusively whence this Opium came, and should leave no doubt in your mind that it was conveyed from a licensed dealer and was under the Opium Farmer's protection.

The second case we hand you does not directly affect us, but it shows, in active operation, exactly the same tactics in regard to raw Opium. It

## K.

proves the Opium Farmer to be the biggest smuggler of those engaged in the traffic, both of raw and prepared Opium, or that he is in league with those who are.

Now, we complain that the strict supervision which the Export and Import Office should exercise over the Opium Farmer is not exercised. He is not called upon, as he ought to be, to render a strict account at short and irregular intervals of the raw Opium he has purchased, and of the prepared Opium he has sold. He evades the Law, by allowing others, for a consideration to prepare Opium in his boiling houses. He should be forbidden to boil at Kowloon, a place which from its situation is a most suitable smuggling depôt. He habitually violates the provisions of the Ordinance, or covers the violation through others, by breaking up chests of Opium on paltry excuses. If the Opium Ordinances were strictly enforced by the Government's Officers against him, as he is allowed to enforce them against the public, there would be little cause of complaint from the Chinese Government, but the most serious defect is the provision in the Ordinance or in the understanding, that entitles him to all the prepared Opium seized and condemned.

We demand, for our necessary protection, a change in the Law in this respect; that no Opium raw or prepared, which in the opinion of the Magistrate was being moved with the purpose of being smuggled into China, shall be adjudged or restored to the Opium Farmer or his officers on any pretence. Let it be either destroyed, or given, say, to us if seized on board our vessels, to compensate for the great, and in a free port, unnecessary expense we are put to and the risks we run.

If this change in the Law he made, it will not of course take away the inducement to the Opium Farmer to smuggle, or connive at smuggling but it will certainly render it less safe, and less profitable to him and others.

We again ask that the very serious consideration of the Government be given to this complaint for the annoyances and risks that are forced on us, by no action of our own, have become intolerable. On the one hand the Colonial Government by its enactments causes us to be amenable to pains and penalties for offences against its Laws, in the infraction of which we are unwilling parties, and further tie our hands, by restoring to those really guilty, the impounded Opium. The result being, an encouragement is given to the smugglers to renew their attempts against your Laws.

## K.

On the other hand, the Chinese Authorities insist upon holding the ship and owners responsible for all breaches of their regulations. Thus, between the two Governments, at each end of the steamers' route, we are compelled to suffer innocently from no fault of our own.

We send a copy of this letter and of the papers submitted herewith to the Commissioner of Customs at Kowloon, Mr. MORGAN, for the information of the Chinese Government.

We are also addressing the Right Honourable the Secretary of State for the Colonies direct on the subject.—We have, &c.

THOS. ARNOLD,  
*Secretary of the Hongkong, Canton and Macao  
Steam-boat Company, Limited.*

BUTTERFIELD & SWIRE,  
*Agents of the China Navigation Company, Limited.*

The Hon. THE COLONIAL SECRETARY, HONGKONG.

No. 2,452.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 30th September, 1889.

SIR,—I am directed by the Governor to inform you that the joint letter signed by yourself and Messrs. BUTTERFIELD AND SWIRE, dated the 24th instant, with its enclosures, regarding certain actions of the Opium Farmer, was to-day duly laid before His Excellency.

I am to state that your representations appear to establish a case for redress, and that the exceedingly difficult question as to the mode in which this can be afforded, is receiving His Excellency's careful attention.—I have, &c.

F. H. MAY,  
*Acting Assistant Colonial Secretary.*

T. ARNOLD, Esq., *Secretary,*  
HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED,  
§c., §c., §c.

## K.

OFFICE OF THE HONGKONG, CANTON & MACAO STEAM-BOAT COMPANY, LD.

HONGKONG, 2nd October, 1889.

SIR,—As further illustrating the evils complained of in my letter of the 24th ultimo, I beg to bring to the notice of His Excellency the Governor an incident which occurred last evening.

At 8.30 P.M. the Company's chief Preventive Officer, Mr. J. H. LOGAN, observed a licensed sampan (No. 2,844) alongside the steamer *Honam*. A man in the sampan, who was identified as a fireman recently discharged from the Company's service for being concerned in smuggling, was about to pass a package on board the steamer to some member of the crew. When the occupants of the sampan observed our preventive officer they at once pulled away from the steamer to the Praya Wall, a few yards distant.

In the meantime Mr. LOGAN had sent for European Police Constable No. 72 who took the Opium (14 Tins) found in the sampan and the man who had it in charge to the Police Station. On the way to the Station, the party was joined by an Excise Officer who stated that he had been sent by the Opium Farmer to look after the drug.

At the Station the Acting Inspector was unable to take any charge as the Opium was covered by a permit from the Farmer in favour of the *Min Yuen* licensed Opium shop. The tins were therefore restored to the would-be smuggler, who will doubtless, encouraged by success, continue his efforts to pass them on board one or other of our steamers until he manages to elude the vigilance of the Company's Officers.—I have, &c.,

THOS. ARNOLD,  
*Secretary, The Hongkong, Canton and Macao  
Steam-boat Company, Limited.*

F. H. MAY, Esq., *Acting Assistant Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 12th October, 1889.

DEAR SIRS,—I have to thank you for your esteemed favour of 5th instant, and Pamphlet, both having reference to the vexed question of Smuggling on board the River Steamers.

## K.

I had yesterday the pleasure of placing these before the Committee, when the question was fully discussed and as a preliminary measure the Hon. PHINEAS RYRIE was asked to bring the matter before the Legislative Council, and in a form that would admit of open discussion, prominence to be given to the question, was there any understanding with the Opium Farmer that all confiscated drug was to be delivered up to him.—I am, &c.,

F. HENDERSON, *Secretary.*

T. ARNOLD, Esq., *Secretary,*

*Hongkong, Canton & Macao Steam-boat Co., Ltd.*

Messrs. BUTTERFIELD & SWIRE, *Agents,*

*China Navigation Company, Limited.*

— — —  
*From the "China Mail."*

HONGKONG, 27th November, 1889.

Mr. RYRIE.—Your Excellency, I have to move pursuant to notice—That the Executive be requested to lay on the table the existing agreement with the Opium Farmer and all papers relating thereto. I think Mr. MAC EWEN will second the motion. I believe it will be apparent from the wording of the motion what its objects are. It comes from the two Steamboat Companies, who wish to be placed in a proper position with regard to the Opium Ordinance. At present they are really quite in the dark as to the powers the Opium Farmer has. He claims certain powers, and these are afterwards disputed by the Police Magistrate, and altogether the question seems to be in a very doubtful position in the meantime. Smuggling goes on to a very large extent, and the Chinese Imperial Customs are complaining of it; they suffer in the first instance, but then they fall back on the Steamboat Companies and make them the scapegoats of the misdemeanours of those who smuggle opium from this port to Canton. The Steamboat Companies have done everything in their power; they have a special detective in their service with a staff of Chinese detectives under him, and they do all in their power, but still the smugglers manage to pass opium on board the steamers, and the companies are of opinion that regulations might be made to check it, to a certain extent at least. I don't think there will ever be any regulations that will stop it entirely. In one case we had the other day, where twenty-four

## K.

tins of prepared opium were seized on board one of the steamers, the matter came before the Police Court, and the Steamboat Companies distinctly traced this opium to one of the licensed opium shops. They traced it without a doubt whatever, and there must be something done to prevent the possible risks incurred by putting opium on board the steamers in what are called 'hides.' I think myself it should be made a criminal offence in anyone who can be found to have put opium on board any of the steamers in this way, and that would perhaps help to stop the evil. At any rate the matter has been considered by the Steamboat Companies, by the Imperial Maritime Customs and the Chamber of Commerce, and they have decided that as a preliminary step we should ask your Excellency to lay on the table the papers I have now requested by my motion. I daresay your Excellency knows from communications from other quarters that there has been a good deal of smuggling, and I think the only thing that can be done is to devise some means which will to a great extent put a stop to the practice. It is constantly getting the steamers into trouble and they have nothing to do with it. The Steamboat Companies do their utmost to stop it but the law as it now stands renders futile any exertions they may make.

Mr. MAC EWEN.—I beg to second the motion.

His Excellency.—I am quite willing to lay on the table the existing agreement with the Opium Farmer, because, in fact, it has already been published. If it has been overlooked that it was published it may be useful to lay it on the table again so that it may be printed and that copies may be handed to those who are interested in the matter. I don't exactly understand, however, what kind of papers connected with the opium contract the Hon. member refers to, and I don't see how any such papers can throw any further light on the contract than the contract does in its own terms. It was published for some weeks—that is, the form of the contract—before it was entered into, giving due notice to everybody concerned, and it was only entered into after it had met with due consideration. Of course it is somewhat late in the day now to take it up, the contract having been concluded, and if we were about to alter its terms now of course that could only be done under very large compensation. At the same time the Hon. member asks for correspondence, and I don't see, as I said before, how that correspondence can throw further light on the contract than the contract itself gives. As to

## K.

giving up the confidential correspondence which took place previously and which led the Governor in Council to include in the contract those terms which were unusual and which were introduced for the very purpose which the Hon. member has in view, to prevent opium smuggling to China, of course I could not do it, because most of it is confidential and is written to the Government by people who certainly would not desire their names to be made public. I don't see that any advantage would be gained by it at any rate, because the result is there, either good or bad, and if it is bad it is open to attack. Therefore I don't see that the correspondence would help in any way. If the Hon. member would describe to me further either by letter or in an interview what correspondence he means, of course if it is of a kind that is not confidential and if it would assist his case I would be most happy to give it, but I can't see what correspondence we have that could possibly assist him. The Hon. member knows perfectly well that this subject has given me a large amount of anxiety. I am quite aware there are grounds for complaint, and serious grounds of complaint from the point of view of the Hon. member and of the Government also. I think he was made aware lately that we have now under consideration an Ordinance intended to meet the very object which the Hon. member desires, and I think that if that should be in any way found wanting it will be time then, when the Ordinance comes up for consideration, for the Hon. member to propose the necessary amendments. Beyond that I really don't see at this moment that anything more can be done. I believe the Ordinance is quite ready, and probably next week we shall have the first reading; and if the Hon. member is not satisfied his remedy is close at hand. Beyond that I don't see that I can do anything further to-day than to request that the contract with the Opium Farmer be laid on the table.

Mr. RYRIE.—I shall be quite satisfied with that, after what your Excellency has said.

The Acting Colonial Secretary.—I have now to lay on the table the form of contract with the Opium Farmer as passed, and in doing so I should just like to explain one point alluded to by the Hon. member. He said the opium in the recent case referred to was traced to a licensed opium shop. Now, as a matter of fact these opium shops exist for the purpose of selling opium to anybody who applies for it, and opium is sold by them just as openly

## K.

and as freely as tobacco or spirits are sold in licensed shops in England. There is nothing to prevent the Hon. member or myself or anybody else buying as much opium there as we like, to take it to Macao or Canton or anywhere else that we may choose. Prepared opium is freely sold by these shops, and they exist for no other purpose but to sell it to any person who may happen to want it. Therefore the fact that it was traced to a licensed shop does not mean anything; if it had been traced to an unlicensed opium shop that would be a different matter.

## L.

## EASTERN POSTAL RATES.

THE LONDON CHAMBER OF COMMERCE, INCORPORATED,  
BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C.,

6th September, 1889.

DEAR SIR,—I am in receipt of yours of 1st August and am pleased to share your gratification that united action of the various Chambers has proved successful in abrogating the privileges of foreign mail steamers in Eastern Waters. I trust that this experience of the value of united action will enable us to co-operate oftener and on other matters of mutual interest.

I enclose a circular showing what we have done in regard to Eastern Postal Rates, but although my plans were carefully laid to raise a debate in Parliament in regard to the same when the Postal Budget should come under discussion, they were defeated owing to the sudden and unexpected withdrawal of the Tithes Bill which brought on the discussion of the Postal Budget in the small hours of the morning when it was impossible to bring Members of Parliament together in any numbers. Next session however I hope to take measures early and at least to make the Post Office feel that its action is under surveillance and that we shall continue to annoy the Administration at every step and every opportunity until we get the rates reduced.

I trust therefore you will be good enough to communicate with the other Eastern Chambers on this subject and to continue to agitate actively from your side both through the press and by official communications of all kinds. I am, &c.,

KENRICH B. MURRAY, *Secretary*.

F. HENDERSON, Esq., *Secretary*,

HONGKONG CHAMBER OF COMMERCE.



## L.

THE LONDON CHAMBER OF COMMERCE (INCORPORATED),

BOTOLPH HOUSE, EASTCHEAP, E.C.,

17th August. 1889.

SIR.—Referring to my circular letter of the 7th December last, relating to a proposed Deputation to the Chancellor of the Exchequer, and forwarding copies of correspondence with Eastern Chambers of Commerce (reprint enclosed), and also with the Postmaster-General, on the subject of the high rates of postage levied on British compared with Foreign letters, I now beg to advise you that, in lieu of the Deputation, *the question of these rates will be raised in the House of Commons, on consideration of the Postal Estimates.*

In view of the uncertainty of the date when the Postal Estimates will come up for discussion, I venture to remind you of the leading features of this question, in the hope that you will be able to be present and urge the reduction of the rates.

At the present moment British letters sent to the East are charged postage at the rate of 5d. per half-ounce whether sent by British or Foreign Mail vessels. The charge on letters despatched from Continental competitors to the same destinations is, in the majority of instances, only 2½d. per half-ounce whether conveyed by British or Foreign Mail Vessels.

As an instance of the anomalous position of the British Postal Service in the East, it has been admitted as a fact that at Shanghai it is possible to send letters through the French and German Post Offices to the United Kingdom by the subsidised P. & O. Mail steamers at a lower rate than when sent through the British Post Office in that city.

It is urged on the part of the Post Office that the present cost of carriage for mail matter—even with the 5d. per half-ounce rate—is heavier than the receipts. Yet, concurrently with this loss, the Department, under the Postal Union, conveys letters of Competitive Continental traders on payment of 1½d. per half-ounce out of the 2½d. rate. From this it appears that British correspondents are called upon not only to subsidise vessels for the carriage of their own letters, but also to bear the burden of expenditure entailed by the low rate for their competitors' letters.

It is also contended that a reduction of the postal surplus, by devoting a part of it to lowering the rates, would entail new taxation. But, in con-

## L.

nection with the new mail contract for the Eastern service, a saving of £95,000 was effected without any reduction ensuing in the postal rates for India and the East, it being understood that this saving was devoted to lowering the Australasian rates. Further, it would be unfair to call upon the supporters of reduced rates to suggest what should be done to repair any breach in the surplus, since the present position has been reached through the Treasury relying upon the Post Office as a revenue-producing Department, to the detriment of the customers of the Post Office, and it is for the Treasury to decide what should be the new departure.

On these facts, and others which will doubtless have reached you, I am desired by my Council to express the earnest hope that it may be possible for you to attend in the House when the Postal Estimates are reached, and to speak in support of a reduction in the rates to the East—a reform which has been unanimously urged by the Association of Chambers of Commerce of the United Kingdom, by the East India and China Trade Section of this Chamber, and almost the entire commercial community of India, the Chinese and other far Eastern ports.—I am, &c.,

KENRIC B. MURRAY, *Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 14th October, 1889.

DEAR SIR,—I have much pleasure in forwarding to you at the request of Mr. MURRAY, Secretary of the London Chamber, the enclosed copy of his letter of 6th September having reference to the Eastern Postal Rates, and to the intention of his Chamber to again bring the subject forward on the re-opening of Parliament.

The question has already been brought to the notice of this Chamber by Mr. MURRAY, and I venture to ask your attention to the correspondence relating thereto published in the Report for 1888.—I am, &c.,

F. HENDERSON, *Secretary.*

A. G. WOOD, Esq.,

*Chairman, GENERAL CHAMBER OF COMMERCE, SHANGHAI.*

L.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 30th October, 1889.

DEAR SIR,—I have the pleasure to acknowledge receipt of your esteemed favour of 6th September, and beg to thank you for the various interesting items contained therein.

I am obliged for the information given as regards your intended action in the matter of Eastern Postal Rates, and have had much pleasure in communicating same to the other Chambers.—I remain, &c.,

F. HENDERSON, *Secretary*.

KENRIC B. MURRAY, Esq.,  
*Secretary*, CHAMBER OF COMMERCE, LONDON.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 30th December, 1889.

DEAR SIR,—I had last this pleasure on 10th instant and now beg to hand you the enclosed copy of a letter from Mr. HENNIKER HEATON to this Chamber on the subject of reduced Postal Charges to China and the East. The subject is one which has already occupied much of your attention, and if the letter has not appeared in the Public Prints prior to receipt of this you will no doubt read it with considerable interest.

It is now reported that the Convention between the Chinese Government and the Telegraph Companies has, contrary to general expectation, been really ratified. The terms have not been made public but it is understood that a lengthy monopoly will be established, and high rates maintained.—I remain, &c.,

F. HENDERSON, *Secretary*.

KENRIC B. MURRAY, Esq.,  
*Secretary*, LONDON CHAMBER OF COMMERCE.

*To the Chairman and Members of the*  
HONGKONG CHAMBER OF COMMERCE

GENTLEMEN,—Through the courtesy of your Chairman and Secretary I have been furnished with copies of your correspondence on the question of the reduction of Postal rates between England and the Continent on the one hand, and India, China and the East generally on the other.

L.

I rejoice to find that you have not hesitated to condemn the present high rates of postage, particularly in the face of the fact that the letter rate from France, Germany, and Russia is 2½d. to Hongkong, while it is 5d. from the United Kingdom. Considering the magnitude of our interest in India, the Straits Settlements, and China, it would hardly have been surprising if the difference had been the other way, and our English rate half the Continental rate. The fact was brought forcibly home to me the other day when my little boy at school in Germany sent me a letter the postage on which was less than 2½d. to Hongkong, and my little daughter in London had to pay 5d. out of her pocket money for her letter also addressed to Hongkong. In order to strengthen your hands in continuing the agitation for the removal of this scandal, I venture to place before you the following views of the position :

In the first place I desire to point out to you that up to the year 1858 the whole charge for the Packet service was borne by the Admiralty. This department, in the interest of England, found it necessary to keep up swift and regular mail communication between England the West Indies, and between England and the East Indies. A commission sat in 1856, and brought up a report that it was preposterous to charge the Post Office with the whole cost of these services, because they were established to support an auxiliary naval power, and to uphold the commercial supremacy of England on the seas. The West Indian packets, for instance, were established at a cost of £240,000 a year, though the utmost return that was expected from letters was £4,000 a year. Therefore, to assume that those packets were really established for Post Office purposes is to charge the Government with the most absurd extravagance. The same argument applied to India. Lord MONTAGLE, who was then Chancellor of the Exchequer, certainly endorsed the concluding words of the report, 'that as it was obvious that these packets do postal work, it was only fair that the Post Office should debit itself with a charge just equal to the Ocean Postage received. Why this obviously fair arrangement was departed from I cannot conceive.

However, the arrangements being in force, let us now look at our accounts of receipt and expenditure on the whole packet service of England, irrespective of lines that pay and lines that do not pay.

The Postmaster General of England has informed me that the total ex-

## L.

penditure amounts to £641,030, and the total receipts amount to £764,000. You will therefore see that independent of the fact that the surplus Post Office revenue of Great Britain amounts to £3,500,000 annually on the Packet service, there is a surplus amply sufficient to enable the Postmaster General of England to reduce the postage to the Continental rates on letters to India, China and Japan.

The next thing to be considered is our trade and social relations. The tens of millions of money received by England from her colonies and India ought to be a sufficiently strong inducement to the authorities to reduce the postal rates, because, as I have often pointed out, letters should be regarded as a husbandman would seed. One knows that on their being scattered the letters will yield a harvest of trade and good feeling throughout the world. Cheap postage means enormously increased business and improved social relations. That this is the view of the French and German Governments is abundantly testified by the liberal subventions they are making to steamship companies of their respective countries.

France, with a few poky colonies, has voted this year 26,050,000 francs, or £1,020,000, for her mail steamship subventions, while England, with whole Continents for colonies and dependencies, has only voted £641,000. To Australia, I think £160,000 has been voted by the French Government for a splendid line of steamships, though the postage receipts only amount to a few thousands a year, while England receives £216,000 a year for postage receipts to and from that Continent. Germany is also making great strides in encouraging ship building.

It is perfectly well known that the object of these foreign steamship subventions and low rates of postage is to cut out British trade with British possessions. It may be said that in consequence of the enormous sum of money paid for the mail service to India and the East, the English Government cannot afford to reduce the cost of postage, and they are determined to look upon the matter as a business transaction, though the authorities admit that on the total packet and foreign mail service there is a profit.

I am prepared to prove that even on this ground their position is untenable. If it is a purely business transaction I assert that we can convey the mails for the British Government for fifty thousand a year less than they are now paying! The British Government know this perfectly well, and

## L.

they will not dare to defend the statement that it is to be looked upon as a business transaction. Though the proposition is outrageous, I merely hint that I could get the Germans to give us a mail service to Bombay and China, as they offered to do for Australia, for half the money now paid. I also merely hint that the establishment of a national line of mail steamers from England to Shanghai and Japan, with branches of fast mail boats from Aden to Bombay and from Colombo to Australia, would ensure a better mail service at a saving of £100,000 a year on the total now paid. Of course I only state this to show that the sooner the British Government acts consistently and only charges the Post Office with a fair proportion of the cost, the sooner the wrong will be remedied.

When it was suggested that speed and regularity was required, I replied the true way to save time and obtain speed was to subsidise the telegraph, and I would, for the sum now paid for mail services, undertake to telegraph the contents of the letters gratis.

From every point of view facts prove that cheap postage must be conceded. England cannot pretend that the service is a business transaction, and judging by the preparations now being made by foreign powers, it is quite clear that immediate steps must be taken to establish a first-class weekly service between Japan and England by the P. & O. Company, or some other company, with the rates of postage reduced if we wish to hold our own in the China seas.

In re-arranging our mail contracts between England, India, China, and Australia, the fact should never be lost sight of that the contracts are for a fixed sum irrespective of the quantity of letters and newspapers, and so long as the P. & O. Company get a fair subsidy they do not care whether they carry 100 or 1,000 letters. No additional charge is made. Something has been said about no increase of correspondence with the East as a reason for reducing the postage. A more easily refuted statement has rarely been put forward. I am assured by the courteous Acting Postmaster General of Singapore that that there is an enormous increase of correspondence with Europe, and that twice within the past six months has the record been exceeded. From the able report of the Hon. H. O'BRIEN, Postmaster General, I learn that nearly a quarter of a million more letters were received at the Singapore Office last year, 1888, than in 1887.

## L.

In conclusion I beg to express my admiration at the evidence afforded me of the wealth, civilisation, and marvellous resources everywhere apparent in this part of the world.—I remain, &c.,

J. HENNIKER HEATON.

S. S. *Kaisar-I-Hind*,

Hongkong Harbour, December 4th, 1889.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 31st December, 1889.

DEAR SIR,—I am directed by the Chairman of this Chamber to tender to you, on behalf of the Committee, his thanks for your letter of 4th December having reference to Postal charges. Your letter has been read with much interest, and the Committee trust your long continued efforts in the cause of cheap postages may be speedily crowned with success.

I am further directed to state that it will afford the Committee much pleasure if they can at any time be of service to you.—I remain, &c.,

F. HENDERSON, *Secretary*.

J. HENNIKER HEATON, Esq., M.P.,

CARLTON CLUB, LONDON.

## M.

CHINA ASSOCIATION, 122, LEADENHALL STREET, E.C.,  
31st October, 1889.

DEAR SIR,—You are no doubt aware that an Association has been formed in London for the purpose of promoting intercourse between gentlemen connected with China, Hongkong and Japan, and of representing and giving effect to the opinions of the British Mercantile community in those countries.

From the copy of the Rules and Regulations which I have the pleasure to enclose, you will perceive that a strong Committee, embracing representatives of these several communities, has been formed, and I am desirous to assure you of the willingness of the Association to co-operate with your Chamber in furthering the objects set forth, whenever it seems likely that its influence can be usefully exerted.

## M.

As that influence must necessarily be more or less commensurate with the extent of membership, I would ask you to bring the existence and objects of the Association to the knowledge of your Chamber with a view to induce gentlemen to become members.

Membership is necessarily confined to British subjects for the reason that, if it became necessary to address the Foreign Office, the latter would naturally decline to recognise other than an exclusively British Association. But as the interests of all nationalities in the Far East are nearly similar, this will scarcely diminish its representative character.—I am, &c.,

W. KESWICK, *Chairman*.

*The Chairman*, CHAMBER OF COMMERCE, HONGKONG.

## OBJECTS OF THE CHINA ASSOCIATION.

## I.

To represent, express, and give effect to the opinion of the British Mercantile Community in their political and commercial relations with the Chinese and Japanese.

## II.

To promote and protect the trade, commerce, shipping and manufactures of the United Kingdom, India and the Colonies with and in China, Hongkong, and Japan.

## III.

To consider all questions connected with such trade, commerce, shipping, and manufactures.

## IV.

To promote or oppose legislative and other measures affecting such trade, commerce, shipping, and manufactures. To collect statistics and other information relating to such trade, commerce, shipping, and manufactures.

## V.

To establish, undertake, superintend, administer and contribute to any charitable or benevolent fund from whence may be made donations or advances to deserving persons who may be or may have been engaged in the China and Japan trade, or connected with any person engaged therein, and to contribute to or otherwise assist any charitable or benevolent institution or undertakings.

## M.

## VI.

To provide facilities for social intercourse between the Members of the Association; and hold periodical assemblages of a social kind, with a view to the promotion and cultivation of friendly feelings amongst Members of the Association.

## VII.

To do all such things as may be conducive to the extension of trade, commerce, or manufactures, or incidental to the attainment of the above objects.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 11th December, 1889.

DEAR SIR,—I am pleased to have the opportunity of acknowledging receipt of your esteemed letter of 31st October, and I trust this may prove to be the beginning of a correspondence mutually agreeable and advantageous.

It will afford me much pleasure, either by endeavouring to swell the list of members, or availing of any other opportunities that may occur of doing all in my power to promote the objects your Association has in view.

I fully appreciate the daily increasing value of co-operative action, and I venture to hope that many occasions may arise, when the Association which you represent and this Chamber, may be able to take common action in measures calculated to advance the interests of those connected with the trade of China.

Thanking you for copy of Rules and Regulations duly to hand—  
I am, &c.,

P. RYRIE, *Chairman*.

WM. KESWICK, Esq., *Chairman*, CHINA ASSOCIATION, LONDON.

*From the "China Mail," 18th December, 1889.*

## THE GAP ROCK LIGHTHOUSE AND LIGHT DUES.

His Excellency—The only item of business is the first reading of a Bill entitled An Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1879. You are aware, gentlemen, that considerable expenditure has for some time been going on in the purchase of a vessel and in the purchase

## M.

of other things connected with the Gap Rock Lighthouse. When that undertaking was first taken in hand there was an understanding which received the unanimous approval of the un-official members that a special tonnage rate should be levied to pay for that lighthouse. Now the Ordinances of the Colony refer only to lighthouses in the Colony and only enable tonnage dues to be raised on them. I am given to understand that it would be illegal to levy any rate for a lighthouse situated on Chinese territory, as the Gap Rock lighthouse is, without a special Ordinance. For that reason it has been necessary to bring in this amending Ordinance in order that we may commence to levy the rate at the beginning of the new year, provision for which is made in the estimates. I regret that by an oversight the same amount was put in the estimates as was put down for last year, 1½ cent. I do not think it will be necessary to levy that. I think the outside that will be levied will be 1 cent instead of 1½. The Council authorised a rate of 1½ cent to be levied, but I think we might well try the one cent. If that turns out not to be enough it may be increased. I think myself it will be sufficient, still I think we ought to begin at once. Of course it must be remembered that a lower rate will spread over a larger number of years. I wish in this matter to leave myself in the hands of members as to how many years it should be spread over. I think that the light will cost us more than we imagined, and that perhaps would be a reason to levy the whole amount while we are comparatively prosperous. However I think 1 cent will be sufficient, but I do not absolutely pledge myself to that. At all events I want some measure to enable me to levy anything and, that is the reason I beg you to pass the first reading of this Bill to-day.

The Colonial Secretary—In the absence of the Attorney General, I beg to move the first reading of a Bill to amend the Merchant Shipping Consolidation Ordinance, 1879.

Mr. MacEwen—The discussion generally takes place on the second reading of Bills, but in a matter of this kind it would be satisfactory to know the length of time it is intended to levy this increase, because, if I recollect correctly, it was understood that the tax would only be levied in order to pay for the actual cost of the lighthouse and then be withdrawn. Is that the undertaking?

His Excellency—Most distinctly. The cent will not raise \$30,000, and

## M.

I think we will be very lucky if we got off for \$120,000. It will be called the Gap Rock lighthouse rate, and it will involve the special sanction of the Legislative Council, and it will naturally cease when the Gap Rock lighthouse is paid off. As it is very inconvenient to levy for a broken period of the year, I think, unless there is strong reason to the contrary, it would be advisable to have a meeting again before the 1st of January to pass this Bill. If you prefer a meeting at a later date I am quite willing to agree to that. However, as the Council has already practically agreed to this matter, there may be no objection to suspend the Standing Orders and pass the Bill through all the stages to-day.

This was agreed to, and the Standing Orders were suspended.

The Colonial Secretary—I beg to move the second reading of the Bill. I may perhaps explain to my Hon. friend that I saw the point to which his remarks tended. Although the light is not yet in existence the expense has already commenced. He is probably not aware that the Colony has spent very large sums in preparing works and in the acquisition of a tug for service at the Rock, and of course this expenditure will go on all the year and until the lighthouse is completed.

His Excellency—I think as a matter of fact the Hon. Colonial Secretary mistakes Mr. MacEwen's question. What he asked was whether this rate would be levied after the lighthouse is finished. That is what I understand you (Mr. MacEwen) to mean.

Mr. MACEWEN said that was what he asked.

His Excellency—You referred not to the beginning but to the end.

Mr. MACEWEN—I understand the increase is merely levied to pay off the light. As soon as it is paid off the tax will be withdrawn. I understand that is the intention of the Government.

The second reading was passed and the Council went into committee.

Mr. RYRIE—I think it would be well to have Mr. MACEWEN's question and the reply given to it noted down very particularly, because I recollect when the first lighthouse was proceeded with here there was an understanding that when the lighthouse was paid off either the rate would be considerably reduced or withdrawn altogether. That understanding was not carried out and it had been a subject of complaint. Many people here think that lighthouses were never intended to form a source of revenue to this Colony.

## M.

They have been used as a source of revenue since their cost was paid off. Therefore, I think in this case it ought to be noted down that there is a distinct agreement that when this lighthouse is paid off there should be no more dues levied for the light, that the rate is for this special object.

The Colonial Secretary—Have they been paid off?

Mr. RYRIE—The old lighthouses were paid off long ago.

The Colonial Secretary—I am not prepared to say that they have not, but I do not know that they have.

His Excellency—Of course this will be recorded, and I think it will be just as well to mention in the minutes that Mr. MACEWEN drew attention to the matter, and that I said that this extra rate was intended by me to be distinctly a payment for the Gap Rock lighthouse and nothing else. Of course, when Mr. RYRIE talks of a promise, I must say it is absolutely impossible for me to bind my successor about anything. All I can say is that I have not the slightest intention to apply the rate for any other purpose. If a necessity arose for doing so I should come to this Board and inform it of the fact. By some curious arrangement in this Colony—I do not quite understand why it should be—this levying of rates is placed in the hands of the Governor in Council. It would be a much better plan if for every rate levied the Governor had to come to the Legislative Council for it. At this moment I can say positively there is not the slightest intention on my part to apply the rate for any other purpose than the Gap Rock lighthouse. If I am here, unless we were in financial straits, which is not likely, I should not do that without getting the assent of the Legislative Council.

Mr. MACEWEN—While we are on the subject of lights may I allude to the matter of the D'Aguilar light. I have no doubt you are aware that it has for many years been considered not altogether a good light for the approach to the island for ships coming from the North, and there was considerable discussion some years ago with reference to a light on the island of Waglan. I am not aware whether any further negotiations have taken place with reference to that. The Colony has, thanks to the able manner in which your Excellency conducted the negotiations, got permission for a light on Gap Rock, and I hope we may be equally successful in getting this very necessary light on Waglan.

## M.

His Excellency—I may answer at once. I was given to understand last year that, in consideration of our having undertaken the work of the Gap Rock light, the Imperial Customs would undertake the lighthouse on Waglan. In fact I went out in a Chinese vessel to inspect the site with the immediate object of beginning work. Whether any further steps have been taken I do not know. I had the strongest impression it was contemplated to begin at once, but I have never heard anything more of the matter and have seen no evidence of the work being started. As far as I am aware they have determined to erect that lighthouse. Practically the two lighthouses were obtained at the same time.

The Colonial Secretary—I should like to point out that this light will always be an expensive one. We have to keep a steam tender and the expense will always be great as compared with lighthouses here, so that in giving this pledge that the rate shall not be used for any other purpose it must always be borne in mind the considerable extra expense in connection with this lighthouse.

Mr. RYRIE—Do not the Chinese pay for the upkeep?

The Colonial Secretary—No.

Mr. RYRIE—You already have a considerable credit balance arising out of the profit you make in light dues.

His Excellency—This is looking a good deal in the future. At the present moment, suppose I levy 1 cent instead of  $1\frac{1}{2}$  cents it will take certainly four years, I suspect. Of course we have no means of estimating just now what it will actually cost. There is, for example, a heavy charge for insuring the *Frame*. It is 10 per cent., is it not?

The Surveyor General—It is about 10 per cent.

His Excellency—In various ways it is going to cost more than we expected. I do not think that this cent will pay off the actual cost of construction under four years. Then it will remain to be considered whether the amount for the lights without this will pay the cost of the maintenance of that lighthouse as well as the others. It will be a matter for the Council to consider.

Mr. RYRIE—The old lights are already paid for, as is well known to every one. Some of the leading representatives of the steamer traffic were in communication with the Government—at any rate the Chamber of Commerce—and I recollect distinctly it was arranged that a certain fund was to

## M.

be set aside for paying these lighthouses and that the light dues were to be reduced. My colleague in Council at the time, Mr. WHITALL, spoke very strongly on that point. Every enlightened country is reducing its light dues. In America—and a better lighted coast than the American coast there does not exist—no dues are charged. I can give it from my recollection that those who are largely interested in shipping feel strongly with regard to these dues. Although they are only cent a ton the people who have a great many steamers find it a heavy charge.

His Excellency—The Hon. member speaks with some warmth. The matter was not raised in my time and my attention was never directed to it. In fact it was entirely new to me that tonnage dues had more than paid for what they are intended. I am only sorry that this matter came up at this time of the year. It would have been well perhaps had the matter been brought to my notice before we had the estimates for the year. The Hon. member is wrong so far, at all events for this year, for we have spent probably three or four times what we have got from lighthouses.

Mr. RYRIE—I am referring to old lights.

His Excellency—When I say three or four times, I am only guessing, but I am certain a great deal more has been spent on this Gap Rock lighthouse already.

The Bill was read a third time and passed, and the Council adjourned to next year.

## N.

No. 132.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 27th January, 1890.

SIR,—I am directed by the Governor to inform you that His Excellency has under contemplation a measure for the licensing of brokers—not for the purpose of raising the revenue, but simply as a security for the conduct of those who act in that capacity.

His Excellency would prefer that the desired object were gained by an organisation among the brokers themselves similar to that of the English Stock Exchange, but as the movement in that direction which began some time ago, appears to have ceased, and as it is moreover probable that in this

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Colony any such organisation would, in any case, have to be aided by a special Law, he is disposed to think that resort should be had to legislation.

Though the subject is not one specially affecting the Chamber of Commerce, the Governor does not doubt that it is one which interests them, and trusts therefore that you will have the goodness to bring the matter to the notice of the Chamber over which you preside with a view to furnishing the Government with suggestions which the business relations of the Chamber with brokers of good standing, will render of great practical value, (1) as regards the general question of licence, and (2) if a licence be desirable, as to the conditions on which it should be obtainable, such as the amount of the fee to be imposed, the security to be given, &c.—I have, &c.,

F. FLEMING, *Colonial Secretary.*

Hon. P. RYRIE, *Chairman,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st March, 1890.

SIR,—I have the honour to acknowledge receipt of your valued communication of 27th January having reference to a proposal from His Excellency the Governor for licensing Brokers (presumably Sharebrokers), and requesting an expression of opinion from the Chamber as to the advisability of such a measure.

As His Excellency justly remarks the subject is not one that specially affects the Chamber, still the Committee are pleased to be allowed the opportunity of referring to a matter which is of somewhat general interest. They think a Fee such as has been suggested might be imposed with advantage on perhaps somewhat similar terms to those granted to Passenger Brokers, and Auctioneers. The immediate result of levying a Tax would probably be to considerably thin the already overcrowded rank of the profession, and would be a step in the direction of organisation. The Committee would strongly deprecate any movement on the part of the Government towards endeavouring to interfere with or control the conduct of private business such as sharebroking even if legislative enactment could be made sufficiently elastic, of which they are very doubtful, to accommodate itself to the very varied requirements of such transactions.

N.

Though so far the attempts at organisation have apparently been unsuccessful, the Committee think the necessity of becoming somewhat of a corporate body will force itself upon the more prominent sharebrokers and that some arrangement will ultimately be arrived at by which business in Hongkong will be conducted under rules similar to the self-imposed regulations of the London Stock Exchange.—I have, &c.,

F. HENDERSON, *Secretary.*

Hon. W. M. DEANE, M.A.,

*Acting Colonial Secretary.*

TELEGRAM.

15th October, 1889.

CHAMBER COMMERCE  
to

Sir JOHN WALSHAM, PEKING.

Strongly protest against rumoured convention between telegraph Companies and Chinese Government See Chambers Despatch ninth December eighty seven.

TELEGRAM.

HONGKONG, 15th October, 1889.

HONGKONG CHAMBER  
to  
SHANGHAI CHAMBER.

Have wired WALSHAM Strongly protest against rumoured convention between telegraph Companies and Chinese Government See Chambers despatch ninth December eighty seven.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 15th October, 1889.

DEAR SIR,—Instructed by my Committee I to-day telegraphed you as follows:—

“Have wired WALSHAM strongly protest against rumoured convention between telegraph Companies and Chinese Government. See Chambers despatch ninth December eighty seven.”  
and hope the message reached you in an intelligible form.



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The report that negotiations have been renewed between the Telegraph Companies and the Chinese Government with the view of carrying out the convention unsuccessfully attempted in 1887 renders prompt action in the part of the mercantile community necessary to protect themselves against the hurtful monopoly that would of necessity follow the ratification of any agreement between the Government and the Companies. Action seems all the more imperative as it is reported, and probably correctly, that Her Britannic Majesty's Minister at Peking is prepared to support the Russian Minister in his endeavours to back up the Convention.

As the opinions of your Chamber, as regards the convention are not likely to have materially changed since 1887 I doubt not you will be ready to commence again the joint agitation which was then, apparently successful.

I shall again have the pleasure of addressing you later on as the question develops itself, meanwhile.—I remain, &c.

F. HENDERSON, *Secretary.*

A. G. WOOD, Esq., *Chairman,*

GENERAL CHAMBER OF COMMERCE, SHANGHAI.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 18th October, 1889.

SIR,—This Chamber had the honour of forwarding to Your Excellency on 15th instant the following telegram,

“Strongly protest against rumoured convention between Telegraph Companies and Chinese Government see Chambers despatch “ninth December eighty-seven.”

Since the despatch of the above message a report has come to hand authoritatively stating that the rumoured convention, having for its object a combined monopoly of telegraphic business in China, has been ratified.

Under these circumstances it is unnecessary to recapitulate the arguments already adduced by this Chamber against a combination which cannot but prove detrimental to Commerce.

O.

As Your Excellency was fully apprized of the unfavourable opinions entertained by this and other Chambers representing Commercial interests in China towards the proposed convention doubtless it was not allowed to reach a successful issue without protest on your part.—I have, &c.,

F. HENDERSON, *Secretary.*

Sir JOHN WALSHAM, Bart.,

HER BRITANNIC MAJESTY'S MINISTER IN CHINA, PEKING.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 18th October, 1889.

SIR,—Adverting to your letter dated the 15th July, 1887, and by direction of the Committee of this Chamber, I have the honour to forward, for the information of His Excellency the Governor, copy of this Chamber's letter of the 18th instant addressed to Her Britannic Majesty's Minister at Peking on the subject of the reported ratification of the convention between the existing Cable Companies and the Chinese Government.—I have, &c.,

F. HENDERSON, *Secretary.*

Hon. A. LISTER, *Acting Colonial Secretary.*

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TELEGRAM.

To “CHAMBER OF COMMERCE, HONGKONG.

Your telegram of fifteenth I am unable to entertain protest which I believe based on erroneous information and relates at all events to a matter still under consideration of foreign Governments whose absolute right to independent action cannot possibly be questioned this right is general and impartial in its application not only to the special interests of the Chamber but also to many other equally important interests.”

WALSHAM.

19th October.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 21st October, 1889.

SIR,—Begging reference to my letter of 18th instant I have now the honour to hand you, for the information of His Excellency the Governor the annexed copy of a telegram received from Her Britannic Majesty's

O.

Minister at Peking in reply to a message from this Chamber protesting against a rumoured Convention between the Telegraph Companies and the Chinese Government, having for its object a monopoly of telegraph business in China.—I have, &c.,

F. HENDERSON, *Secretary.*

Hon. A. LISTER, *Acting Colonial Secretary.*

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SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 18th October, 1889.

SIR,—I am requested by the Committee of this Chamber to acknowledge receipt of your telegram of the 15th October, of which I enclose our reading on the subject of the rumoured new Chinese Telegraph Convention, viz.:—"Have wired WALSHAM strongly protest against rumoured convention between Telegraph Companies and Chinese Government see Chambers despatch ninth December eighty-seven," and to inform you that they have at once telegraphed the Doyen of the Diplomatic Body at Peking in the following terms:—"Shanghai, 16th October, 1889. Minister DENBY Doyen, Diplomatic Body, Peking, may this Chamber ask for information about position of Telegraph Convention, this Chamber desires to protest strongly against its adoption if that likely to happen, Hongkong Chamber has telegraphed British Minister also protesting strongly against."

The Committee will be glad to know the result of your efforts and will let you know in due course the response to their enquiries.—I have, &c.,

GEO. R. CORNER, *Secretary.*

F. HENDERSON, Esq.,

*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.*

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*Translation of Code Message forwarded by*

Messrs. JARDINE, MATHESON & Co.

To WILLIAM KESWICK, Esq., LONDON.

Chamber of Commerce at Hongkong at Shanghai forwarded protest to our Minister in China against Telegraph Companies attempting coerce Chinese Government into Telegraph Convention. Our Minister in China

O.

will not entertain protest at the request of Hongkong Chamber of Commerce will you ask London Chamber of Commerce move Minister for Foreign Affairs give instructions to our Minister in China take steps protect British interest. Convention ratified equivalent to costly telegrams for fourteen years.

Hongkong, 28th October, 1889.

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TELEGRAM.

To CHAMBER COMMERCE, SHANGHAI.

Have wired London Chamber get foreign office instruct WALSHAM oppose convention.

HONGKONG CHAMBER.

27th October, 1889.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 28th October, 1889.

DEAR SIR,—I have the pleasure to acknowledge receipt of your esteemed favour of 18th instant, and beg to thank you for copies of telegrams contained therein having reference to threatened Convention between Telegraph Companies and Chinese Government.

To keep you advised of to the movements of this Chamber towards opposing the above Convention I yesterday wired. I have wired London Chamber get Foreign Office instruct Walsham oppose convention.

I beg to enclose herein copy of the London message in full—it was sent to Mr. WILLIAM KESWICK who will place himself in communication with the London Chamber. I further enclose copy of Sir JOHN WALSHAM'S reply to this Chamber protesting against the Convention, and from the tenor of same it may be safely assumed that no voluntary assistance will be forthcoming at his hands.—I have, &c.,

F. HENDERSON, *Secretary.*

GEO. R. CORNER, Esq.,

*Secretary, GENERAL CHAMBER OF COMMERCE, SHANGHAI.*

O.

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 25th October, 1889.

DEAR SIR,—I am instructed to acknowledge receipt of your two letters of 14th and 15th October, the former on the subject of Eastern Postal Rates and covering copy of a letter from the Secretary of the London Chamber of Commerce reporting the steps that have been taken in the matter, and the latter advising the despatch of your telegram of 15th October, with reference to the rumoured Chinese Telegraph Convention the receipt of which has already been acknowledged with a report of the steps taken by the Chamber with the view of endorsing the protest of your body with the Ministerial party at Peking. I enclose a copy of Minister DENBY'S reply, and thanking you for your information.—I have, &c.,

GEO. R. CORNER, *Secretary.*

F. HENDERSON, Esq.,

*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.*

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TELEGRAM.

PEKING, 17th October, 1889.

To

Chamber of Commerce Shanghai.

I have circulated your telegram for the information of my colleagues understand Telegraph Convention not yet ratified as Minister of the United States have asked Yamen to await protest.

DENBY.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 30th October, 1889.

DEAR SIR,—The Committee of this Chamber had the pleasure of forwarding to you on 27th instant, through Mr. WILLIAM KESWICK, of Messrs. JARDINE, MATHESON & Co., now in London, the enclosed telegram having reference to a threatened Convention between the Great Northern, and Eastern Extension Australasia and China Telegraph Companies and the Chinese Government, the object of the Convention being to secure a monopoly of telegraphic business in China, and a continuance of the present high tariff rates.

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The question is really one of great public interest and the Committee felt justified in asking your assistance, which it is certain you will willingly accord, in an endeavour to prevent the completion of negotiations which, if successful, would prove detrimental not only to resident merchants but also to all others directly or indirectly connected with the trade of China.

In explanation of the request that you would be good enough to move the Minister of Foreign Affairs to cause Sir JOHN WALSHAM to oppose the ratification of the telegraph convention, it may be stated, that this Chamber telegraphed to the Minister in Peking protesting against the proposed agreement.

The Chamber telegraphed Her Britannic Majesty's Minister at Peking as follows:—

Strongly protest against rumoured Convention between Telegraph Companies and Chinese Government, see Chambers despatch Ninth December Eighty-seven.

To which Sir JOHN WALSHAM replied:—

“Chamber of Commerce Hongkong

Your telegram of fifteen I am unable to entertain protest which I believe based on erroneous information and relates at all events to a matter still under consideration of foreign Governments whose absolute right to independent action cannot possibly be questioned this right is general and impartial in its application not only to the special interests of the Chamber but also to many other equally important interests.”

The British Minister the Chamber assumes, is imperfectly informed of the facts, or he would not have committed himself to the above opinion.

As a matter of fact the Chamber is under the impression that the Chinese Government are anxious to escape from some promise, the exact nature of which is not known to the Chamber, made about three years ago by a Provincial Officer, that the then suggested Convention would be officially entered into.

The Chamber has reason for supposing that the Chinese Government ever since have been anxiously trying to escape from obligations hastily entered into, and which on more deliberate consideration they discovered would be detrimental to their own interests.

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The negotiations have been pending since 1887, but the efforts of this and the Shanghai Chamber (backed by public opinion in China) have been so far successful as to, at least, delay the ratification. The Telegraph Companies have lately made strenuous efforts to bring fresh pressure to bear upon the Chinese Government, and this calls for renewed endeavours on the part of those interested in opposing the Convention.

The action of the two Chambers is fully detailed in the accompanying report of this Chamber for 1887, to which the Committee beg to ask your kind attention.

The circumstances have not materially altered since 1887, with the exception that the Telegraph Companies have now obtained the advocacy of Mr. COUMANY, the Russian Minister; whose nationals would obtain a distinct advantage under the contemplated Convention, and the Chinese Government have considerably extended their land lines. The extension of these lines brings them to within reasonable distance of the frontier of India making an early connection with the Indian system of telegraphs a perhaps not improbable contingency. This would establish an additional link between China and Europe, and make it all the more desirable that the former Country should be left free to avail of the increased facilities for intercourse with the outside world.

The enclosed letter signed "Equity" published in the *N. C. Daily News* very fully and fairly depicts the present position, and the Committee beg to request your kind attention to same, as they consider any further statement of facts on their part would only lead to wearisome repetition.—I am, &c.,

F. HENDERSON, *Secretary*.

KENRIC B. MURRAY, Esq.,

*Secretary*, LONDON CHAMBER OF COMMERCE.

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 5th November, 1889.

DEAR SIR,—I have to acknowledge your letter of 28th October, with reference to the Chinese Telegraph Convention accompanied by copies of Minister WALSHAM's reply to the Hongkong Chamber's telegram and of that to Mr. W. KESWICK for communication to the London Chamber of Commerce. Your telegram of 27th October, was duly received and laid

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before Committee, when the question of this Chamber's also wiring to the London Chamber of Commerce was discussed by them and it was decided that having placed the matter in the hands of the Ministers at Peking it was better to await their reply which has not yet come to hand before taking any further steps.

With thanks for your information.—I am, &c.,

GEO. R. CORNER, *Secretary*.

F. HENDERSON, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

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TELEGRAM.

HONGKONG CHAMBER OF COMMERCE.

to

His Excellency M. VON BRANDT Doyen, Diplomatic Corp Peking  
Hongkong Chamber is taking steps through London Chamber in reference to Telegraph Convention can the diplomatic authorities courteously inform this Chamber what the present position is.

30th November, 1889.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 2nd December, 1889.

SIR,—I have the honour to acknowledge receipt of Your Excellency's telegram of 1st instant in answer to this Chamber's message requesting to be informed as to the present position of the rumoured Convention between the Chinese Government and the Telegraph Companies.

Having been in communication with the London Chamber with the view of taking joint action in opposing the Convention, and asked to obtain information as to how far negotiations had been carried this Chamber was induced to apply to Your Excellency for the information sought for.

I am directed to offer Your Excellency the thanks of the Chamber for the information so promptly and courteously tendered that, as far as personally known Convention not yet ratified by Yamên.

O.

The Chamber will be pleased if it may be allowed to disburse the cost of the telegram which it has now the pleasure of acknowledging.—I have, &c.,

F. HENDERSON, *Secretary.*

His Excellency M. VON BRANDT Doyen,  
*Diplomatic Corp, Peking.*

## TELEGRAM.

HONGKONG, 3rd December, 1889.

To W. KESWICK, Esq.,  
c/o Messrs. JARDINE, MATHESON & Co., LONDON.

Chamber of Commerce after due enquiry have reason to believe the Telegraph Convention has not yet been ratified.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 10th December, 1889.

DEAR SIR,—I had last this pleasure on 30th October and now beg to ask your attention to the subjoined telegram forwarded to Mr. WILLIAM KESWICK and having reference to the threatened Convention between the Chinese Government and the Telegraph Companies. The information that the Convention had not been ratified was received from a member of the Diplomatic Body in Peking, and so far as this Chamber is aware negotiations are still in abeyance.

Mr. HENNICKER HEATON returned to England by last mail armed with recently acquired facts regarding Postal arrangements in the East, and prepared to renew the crusade against dear Postages in the re-opening of Parliament.—I have, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY, Esq.,  
*Secretary, LONDON CHAMBER OF COMMERCE.*

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 14th February, 1890.

SIR,—I am desired by the Committee of this Chamber to hand you the enclosed copy of a letter to the Secretary of the China Association on the subject of the proposed Chinese Telegraph Convention, it being reported on

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reliable authority that this Convention is still unratified and that the parties interested are unable to come to an understanding under which circumstances the Committee deem it advisable to continue their efforts to prevent the completion of an arrangement prejudicial to the interests of the trading community in China.—I am, &c.,

GEO. R. CORNER, *Secretary.*

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

*Copy.*

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 11th February, 1890.

SIR,—The attention of this Chamber has been directed to persistent rumours of a proposed Convention between the existing Telegraph Companies and the Chinese Authorities having for its object the maintenance of the present telegraphic rates charged for messages to Europe and virtually giving to these Companies the monopoly of all telegraphic communication between Foreign Countries and China.

Application was made in the first instance to the Doyen of the Ministerial Body at Peking in November 1887, when the rumour first gained ground but no satisfactory reply was received and the matter remained in abeyance until March 1888, when the rumour recurred and in accordance with the suggestion contained in the Doyen's Despatch the Chairman of this Chamber wrote un-officially to His Excellency asking as to the truth of the rumours, who replied, that he was not sufficiently informed of the point reached in the negotiations between the Chinese Authorities and the amalgamated Cable Companies to be able to give reliable information on the subject.

The rumour was again repeated in October, last year, when the Chamber addressed the then Doyen of the Diplomatic Body, Colonel DENBY, at Peking on the subject and received for reply that the Chamber's communication had been laid before the Ministers but that he had not been authorised by them to take any action in the matter.

The Committee of this Chamber, from reliable information, have now very good reason to believe that owing to the protests that have been made by some of the Foreign Ministers at Peking to the Tsungli Yamên, the ratification of the Convention with the the two Telegraphic Companies has not

O.

been made by the Chinese Government, and that the negotiations for the present are suspended, though it is not unlikely they may be resumed.

The Committee therefore deem this an opportune time to again do all in their power to prevent any such monopoly being established, as they consider it would be most detrimental to all commercial interests connected with China. With this end in view I am requested to lay these facts before the China Association trusting that they will use any means that may occur to them as the most suitable, to assist the Chamber in their endeavour to prevent the ratification by the Chinese Government of the Convention with the Telegraphic Companies.—I have, &c.,

J. G. PURDON, *Chairman.*

R. S. GUNDRY, Esq., *Honorary Secretary,*

CHINA ASSOCIATION, LONDON.

P.

No. 298.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 4th March, 1889.

SIR,—With reference to the letter from this Department of the 29th of November, No. 1,696, I am directed by His Excellency the Governor to inform you that he is in receipt of a despatch from the Secretary of State for the Colonies, in which Lord KNUTSFORD states that the recommendation of the Chamber over which you preside, with reference to the appointment of Mr. A. R. COLQUHOUN to be one of the Commissioners for the delimitation of the Burmo-Chinese Frontier, has been communicated to the Secretary of State for India.—I have, &c.,

F. H. MAY, *per Colonial Secretary.*

The Honourable P. RYRIE,

*Chairman,* HONGKONG GENERAL CHAMBER OF COMMERCE.

Q.

TELEGRAM.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 18th April, 1889.

DEAR SIR,—I was yesterday afternoon put in possession of your telegram reading.

“Send copy petition consular invoices KEIL Secretary,” I am somewhat

Q.

at a loss to understand to what this message refers as so far as I can discover the attention of this Chamber has never been directed to the subject of Consular Invoices—presumably for America. Should further research prove that I am in error I shall be happy to again address you on the subject.—I am, &c.,

F. HENDERSON, *Secretary.*

O. KEIL, Esq.,

*Secretary,* CHAMBER OF COMMERCE, YOKOHAMA.

YOKOHAMA GENERAL CHAMBER OF COMMERCE,  
YOKOHAMA, 26th April, 1889.

DEAR SIR,—On the 17th instant, several of our members told me that your Chamber had sent a Memorial to Washington regarding the vexations and troubles caused by the necessity of having to make Consular Invoices, &c., &c., and suggested that I might get a copy of your address for circulation here with a view to do a similar thing on our part.

As I was just on the point of leaving Yokohama for a week's trip in the interior I had to make matters short and telegraphed you my request to send me a copy.

I trust you will not find it inconvenient to grant this request and send me the desired copy, which no doubt will incite the members of this Chamber to act in a similar manner.

Always ready for reciprocity.—I remain, &c.,

O. KEIL, *Secretary.*

*The Secretary,*

CHAMBER OF COMMERCE, HONGKONG.

R.

FEEs AND COMMISSIONS CHARGEABLE TO SHIPS IN  
DISTRESS AND ON DAMAGED CARGOES.

CHAMBER OF COMMERCE, SINGAPORE,  
20th February, 1889.

DEAR SIR,—I beg to forward a copy of a Circular letter of date 17th December last addressed by the Committee of Lloyds to this Chamber, and no doubt to the other Chambers at British Colonies, complaining of the high

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rates for ships business sanctioned by many Chambers of Commerce and proposing a greatly reduced scale.

The matter seems to my Committee to be one in which joint action, or at least an inter-change of views, on the part of the Chambers of Commerce in the East is to be desired, so that, if any change is made, it may be on some principle clearly defined and generally accepted and adhered to.

I am, therefore, to invite you to inform my Committee, whether in your opinion there is any ground for the complaint made in the letter a copy of which I enclose and if your Chamber is disposed to make any change in the direction indicated.—I have, &c.,

ALEX. GENTLE, *Secretary.*

*To the Secretary,*

CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 25th April, 1889.

DEAR SIR,—I have the pleasure to acknowledge receipt of your esteemed favour of 20th February handing copy of a Circular Letter from the Committee of Lloyd having reference to Fees and Commissions chargeable to ships in distress, and on damaged goods—for which the Committee desire me to thank you—a copy of the document had already reached this Chamber direct.

I delayed replying to above favour expecting to have been able by waiting to place before you something approaching a general expression of opinion regarding the changes suggested by Lloyds Committee, but though these have been brought to the notice of Insurance Companies and others interested the question has apparently attracted little attention and so far the Chamber has not received any communications on the subject.

Under these circumstances the Committee regret that they do not, at present, see their way to move in the matter, but should occasion arise later on calling for action on their part, they will very gladly avail themselves of it, and also of any opportunity that permits of their again having the pleasure of corresponding with you on the subject.—I have, &c.,

F. HENDERSON, *Secretary.*

*The Secretary,*

CHAMBER OF COMMERCE, SINGAPORE.

R.

LLOYD'S 17th December, 1888.

SIR,—I am instructed by the Committee of Lloyd's to inform you that complaints have been made to them of certain fees charged in some British Colonies under the sanction of the Chambers of Commerce of those colonies. I am in consequence directed to beg that you will be so good as to point out to the Committee of the Chamber of Commerce in Hongkong that the large increase in the tonnage of vessels has within late years caused a corresponding increase in the size and value of cargoes, and that rates of commissions levied on the basis of the values of cargoes, which were reasonable in former days, when small sailing vessels were chiefly employed, would rise to unreasonable sums at the present time when cargoes are of comparatively enormous value.

My Committee would also wish to remind you, that on account of the extension of telegraphic communication throughout the world, agents can relieve themselves of considerable responsibility by requesting instructions by telegraph, and that this greatly reduced responsibility should be taken into consideration in estimating remuneration.

My Committee would therefore venture to suggest to the Committee of your Chamber of Commerce that in case commissions sanctioned by that body have not been revised within the last few years, it might be desirable to allow the same to be considered and my Committee consider with regard to commissions on disbursements, the charges should now be as follows:—

(a.) When a banker's or other approved credit is provided, 1 per cent.

(b.) When funds are found by the Agent, and the amount is drawn for without recourse to bottomry, 2½ per cent.

They would also wish to bring under the notice of your Chamber of Commerce the scale of fees which after mature consideration has been adopted by the Committee of Lloyd's as a basis for charges to be made by Lloyd's Agents, which appears to my Committee might be reasonably adopted by your Chamber of Commerce.—I am, &c.,

H. M. HOZIER, *Secretary.*

*The Secretary,*

CHAMBER OF COMMERCE, HONGKONG.

R.

	Agents' Fees not to exceed.					
	Europe.			Beyond Europe.		
	£	s.	d.	£	s.	d.
1. For attending survey and valuation of goods, if under £200 in value, including granting certificate and attesting documents, .....	1	1	0	2	2	0
2. For attending survey and valuation of goods, if £200 or upwards in value, for every day's attendance during which the valuation or survey continues, including granting certificates and attesting documents, .....	2	2	0	3	3	0
3. For attending sale of goods, if the purchase money is under £200, .....	1	1	0	2	2	0
4. For attending the sale of goods, if the purchase money is £200 or upwards, for every day during which the sale continues, .....	2	2	0	3	3	0
5. For supplying bottomry, respondentia, or arbitration form, .....	0	10	6	0	10	6
6. For attesting bottomry, respondentia, each copy,...	0	10	6	0	10	6
7. For certificate of report relating to the condition of a ship, her machinery, or equipment, or any portion thereof, or to the condition or stowage of her cargo, or any portion thereof, or relating to the sale of a damaged hull, or her cargo, or any portion thereof, in addition to expenses, if any, .....	1	1	0	1	1	0
8. For filing a request for survey and issuing order of survey, .....	0	10	6	1	1	0
9. For making out and registering a copy of any document, if not exceeding 100 words,.....	0	10	6	0	10	6
10. For making out and registering a copy of any document, if exceeding 100 words, for every additional 100 words, or fraction thereof,.....	0	2	6	0	2	6

R.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 9th May, 1889.

DEAR SIR,—The Committee of this Chamber are desirous of obtaining some general expression of opinion regarding certain changes in the Scale of Commissions and Fees, chargeable at British Colonial Ports, to vessels in distress and on Damaged Goods suggested in the accompanying Circular Letter from the Secretary of Lloyds, and I shall feel greatly obliged if you can make it convenient to take the matter into consideration and favour me with a reply expressing your views.

The question is interesting alike to shippers and Insurers, and the Committee propose to direct enquiry in both directions.

The expression of your opinion, for which I venture to ask, will be valuable as that of a local underwriter.—I am, &c.,

F. HENDERSON, *Secretary.*

W. J. SAUNDERS, Esq., *Acting Secretary,*

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

Similar letters to—North China Insurance Company.

China Traders' Insurance Company.

Canton Insurance Office, Limited.

Yangtze Insurance Association.

UNION INSURANCE SOCIETY OF CANTON, LIMITED,

HEAD OFFICE, HONGKONG, 13th May, 1889.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your letter dated the ninth Instant asking for my views as to the reduction in the fees charged for commission on disbursements suggested by the circular letter dated the 17th December, 1888, from the Comaittee of Lloyds.

It would seem that from the point of view of underwriters all reductions of fees are to be recommended, provided the fee is not reduced to such a point that good Agents would be unwilling to undertake the services required at the remuneration provided. The reduction submitted is, as I understand, that the Commission chargeable for making disbursements, when a banker's or approved credit is provided, be fixed at 1 per cent. instead of 2½ per cent., and I should think that in such cases Agents would usually be willing to provide funds at the lower Commission.



## R.

Regarding the scale of fees fixed for Lloyds Agents, the basis seems a fair one but the services mentioned not such as would be often required in the case of this port.—I have, &c.,

W. J. SAUNDERS, *Acting Secretary.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

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YANGTSE INSURANCE ASSOCIATION, LIMITED,  
HONGKONG AGENCY, *25th May, 1889.*

DEAR SIR,—We are in receipt of your favour dated the 9th instant asking us for our views regarding certain changes in the scale of commissions and fees charged at British Colonial Ports to vessels in distress and on damaged goods; and in reply would state that we consider the scale of charges suggested by Mr. H. M. HOZIER, Secretary of Lloyd's, to be very fair, and by no means unreasonable, and we quite agree with him that the large increase in the tonnage of vessels, the more valuable cargoes and the extension of telegraphic communication all tend to a large reduction and revision in the scale of charges and we do not see why the tariff of charges suggested by him should not be adopted.—We remain, &c.,

RUSSELL & Co., *Agents.*

F. HENDERSON, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

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CHINA TRADERS' INSURANCE COMPANY, LIMITED,  
HONGKONG, *25th May, 1889.*

DEAR SIR,—I am in receipt of your favour of 9th instant enclosing copy of a communication received by you from the Secretary of Lloyds regarding the scale of commission and fees charged at this port in connection with damaged goods and vessels in distress, and asking for an expression of my views thereon.

The charges now sanctioned by your Chamber were drawn up many years ago, I believe when sailing vessels composed the principal portion of the shipping which visited the port, and, with the Secretary of Lloyds, I am of opinion it would be an advantage to all parties if your tariff were revised and brought in conformity with the present conditions of trade.

## R.

The Commission on disbursements suggested by the Secretary of Lloyds and the fees allowed to Lloyd's Agents, mentioned in the same letter, I consider fair and equitable.—I am, &c.,

W. H. RAY, *Secretary.*

F. HENDERSON, Esq., *Secretary,*

HONGKONG CHAMBER OF COMMERCE.

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NORTH CHINA INSURANCE COMPANY, LIMITED,  
HONGKONG, *27th May, 1889.*

DEAR SIR,—Having now considered your letter dated 9th May enclosing a Circular letter from the Secretary of Lloyds, I am in a position to reply to it.

*Commissions on Disbursements.*—Referring to the scale of commissions adopted by the Chamber which appears on Page 205 of the Hongkong Directory for this year, I observe that the rate allowed for "Paying and receiving money in Current Account" is 1 per cent., and it seems only reasonable that the Commission on Disbursements when a Banker's or other approved credit is provided should be the same. The rate for paying ship's disbursements appears in the same scale as 2½ per cent. and is probably intended to apply to cases where the Agent finds the funds and draws for the amount.

A slight amendment in the wording of the Chamber's present scale is therefore all that appears to be necessary if the recommendation of Lloyd's Committee is approved.

*Agents' Fees.*—I am strongly opposed to the adoption of any such scale which has evidently been drawn up by persons unacquainted with the customs of this port.

A far more serious question, however, than either of those alluded to above is that of the "Agency" fee for attending to the business of vessels under average, which in several recent cases has appeared to me out of proportion to the amount of trouble incurred. It would of course be impossible to draw up any scale for such fees, but if the Committee are taking the whole subject into consideration, I think it is a point which might well be

R.

brought to their notice with the view of some provision being made for the re-opening of the "Agency" fee under appeal to the Committee of the Chamber, or some other competent tribunal, when Underwriters or other parties interested consider the charge made to be excessive.—I am, &c.,

B. C. T. GRAY, *Acting Agent.*

FULLARTON HENDERSON, Esq., *Secretary,*  
HONGKONG GENERAL CHAMBER OF COMMERCE.

CANTON INSURANCE OFFICE, LIMITED,  
HONGKONG, 28th May, 1889.

DEAR SIR,—We are in receipt of your favour of the 9th instant, enclosing a Circular Letter from the Secretary of Lloyds suggesting certain changes in the Scale of Commissions and Fees chargeable at British Colonial Ports, to vessels in distress and on damaged goods and the same has had our attention.

In reply we beg to state that with regard to *Commissions on Disbursements*, as the present Scale of Fees sanctioned by your Chamber is identical with that suggested by the Secretary of Lloyds, no revision is called for.

*Agents' Fees* as at present charged in this Colony being somewhat less than those suggested, and in our opinion quite high enough, we see no necessity for alteration.—We are, &c.,

JARDINE, MATHESON & Co.,  
*General Agents, Canton Insurance Office, Ltd.*

F. HENDERSON, Esq., *Secretary,*  
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 28th June, 1889.

SIR,—I must apologise for this very tardy acknowledgment of your esteemed favour of 17th December. The delay in replying has in some measure been with the hope of arriving at something like the collective opinion of those interested, regarding the changes suggested in above favour, in certain Fees and Commissions charged in British Colonial Ports on Goods and Ship's Disbursements, but the subject has attracted little attention outside the representatives of the different Insurance Companies, who seem to be all pretty well agreed as to the equity of the proposed alterations.

R.

The rate of Commission on Ship's Disbursements as approved by this Chamber when funds are provided by the Agents is the same as proposed by you 2½ per cent. but there is no provision in the tariff fixing the rate when funds are provided by means of Bank or other approved Credits. It was suggested at a recent Meeting of the Committee of the Chamber that a fair commission under the latter circumstances would be 1½ per cent., but that was merely suggestive as alterations in the tariff can only be sanctioned at a General Meeting of Members.

The remuneration to Agents attending to the business of vessels under average occasionally gives rise to discussion between parties interested, but that generally arises when the services rendered are, or supposed to be, of an exceptional nature, and where fixed rules become somewhat difficult of application.—I have, &c.,

F. HENDERSON, *Secretary.*

H. M. HOZIER, Esq., *Secretary,*  
LLOYDS, LONDON.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 13th July, 1889.

DEAR SIR,—Asking reference to my letter of 25th April, I now beg to hand you herein copy of this Chamber's reply to Mr. HOZIER, Secretary, Lloyds letter of 17th December, proposing changes in certain Fees and Commissions charged in British Colonial Ports.

You will notice from my letter that the discussion of the question raised has not made very much progress here. The Commissions in ordinary disbursements, approved of by this Chamber, are much the same as those suggested by Mr. HOZIER, and scarcely stand in need of revision.

The remuneration due to Agents attending to the business of vessels under average not unfrequently gives rise to discussion, but this point Mr. HOZIER does not make prominent.—I am, &c.,

F. HENDERSON, *Secretary.*

*The Secretary,* CHAMBER OF COMMERCE, SINGAPORE.

**R.**

CHAMBER OF COMMERCE,  
SINGAPORE, 26th July, 1889.

DEAR SIR,—I beg to own receipt of your letter of 13th instant, with inclosure, relative to the question of Commissions recently raised by Lloyds. The subject is still under the consideration of my Committee who are also in correspondence with Bombay on the matter.—I am, &c.,

ALEX. GENTLE, *Secretary.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

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LLOYD'S, 25th October, 1889.

DEAR SIR,—I am directed to express to you the best thanks of the Committee of Lloyd's for your letter of the 28th June in reply to mine of the 17th December upon the subject of the fees charged under the sanction of the Chamber of Commerce, and shall be very glad to hear from you in due course the decision which may be arrived at by a general meeting of your members.

I may add that various Chambers of Commerce with whom my Committee have been in communication with regard to this matter have adopted the scale of fees which I ventured to submit for your consideration in my previous letter.—I am, &c.,

H. M. HOZIER, *Secretary.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

**S.**

No. 700.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 4th May, 1889.

SIR,—I am directed by His Excellency the Governor to transmit to you, for the consideration of the Chamber of Commerce, the annexed copy of a

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letter and its enclosures respecting an Exhibition to be held in New Zealand in November next, and to enquire whether the Chamber is disposed to take any part in it.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

F. HENDERSON, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
&c., &c., &c.

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DUNEDIN, 22nd March, 1889.

SIR,—I have the honour by request of the Executive Commissioner to inform you that a New Zealand and South Seas Exhibition will be held here extending from the 26th November, 1889 to the end of April, 1890, to the success of which support in the shape of exhibits is respectfully requested.

Should you care to send any from Hongkong it will be necessary that the freight be paid on them to Dunedin but on arrival they will be lauded free of duty and space will be given to them.

Enclosed you will find a few copies of the prospectus of the Exhibition and forms of applications for space for exhibits, in which documents full information is given.

By post I send you a newspaper giving an account of the ceremony two days ago of laying the foundation stone.

Should you desire anyone here to look after such exhibits as you send it will give me great pleasure if you will avail yourself of my services which are at your disposal.—I have, &c.,

J. C. MACKENZIE.

*The Honourable,*

THE COLONIAL SECRETARY, HONGKONG.

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 8th May, 1889.

SIR,—I have the honour to acknowledge receipt of your valued communication of 4th May handing various papers having reference to an Exhibition to be held in New Zealand during the present year, and enquiring if this Chamber would be disposed to take any part in it.

S.

I am directed by my Committee to request you to convey to His Excellency the Governor their thanks for his extreme courtesy in placing these documents before the Chamber, and to state in reply to the above enquiry that while fully appreciating the general usefulness of such Exhibitions, any active participation in the movement appears to them to be almost beyond the scope of this Chamber's operations.—I have, &c.,

F. HENDERSON, *Secretary.*

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

T.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 27th December, 1889.

Circular No. 214-'89.

MEMO:—The following is circulated by order of the Committee for the information of Members of the Chamber.

S. E. J. CLARKE, *Secretary.*

HOLIDAYS.

BENGAL.

Holidays under the Indian Negotiable Instruments Act, XXVI of 1881.

[Extract from page 1010 of Part I. of the "Calcutta Gazette" of December 11th, 1889.]

NOTIFICATION.

The 9th December, 1889.—Under section 25 of Act XXVI of 1881 entitled "The Negotiable Instruments Act, 1881," the Lieutenant-Governor hereby declares the following days to be public holidays during the year 1890:—

- 25th January ..... Sripanchami.
- 6th March ..... Dolejatra.
- 5th April ..... Easter Saturday.
- 12th ,, ..... Chaitankranti.
- 24th May ..... Empress' Birthday.
- 29th ,, ..... Dashahara.

T.

- 7th August ..... Jannashtami.
- 13th October ..... Mahalaya.
- 18th, 20th to 25th and 27th to 29th October... Durga and Lukhi Pujahs.
- 11th and 12th November ..... Kali Pujah.
- 20th and 21st ,, ..... Jagadhatri Pujah.
- 24th, 26th and 27th December ..... The day preceding and two days following Christmas Day.

Sundays, New Year's Day, Good Friday, and Christmas Day are public holidays under the Act.

H. J. S. COTTON, *Offg. Secy. to the Govt. of Bengal.*

HOLIDAYS UNDER CHARTER-PARTIES AND SHIPPING ORDERS.

With reference to the above Notification, the Committee of the Bengal Chamber of Commerce, empowered in that behalf by the Resolution passed at a Special General Meeting of the Chamber, held on 5th December, 1888, do hereby declare that the holidays specified below shall be the holidays during the year 1890, recognised by the Chamber under Shipping Orders and Charter Parties as holidays according to the custom of the Port:—

Holiday.	Date.	Number of days to be observed as holidays.
New Year's Day, .....	Wednesday, 1st January, 1890.	1 day.
Sripanchami, .....	Saturday, 25th ,,	1 day.
Good Friday, .....	Friday, 4th April, 1890,.....	1 day.
Empress' Birthday, .....	Saturday, 24th May, 1890,.....	1 day.
Durga Pujah, 20th, 21st and 23rd October, .....	Monday, Tuesday and Thursday, 27th October, 1890,.....	3 days.
Lukhi Pujah, .....	Monday, 27th October, 1890,.....	1 day.
Kali Pujah, .....	Wednesday, 12th November, 1890,	1 day.
Jagadhatri Pujah, .....	Friday, 21st November, 1890,....	1 day.
Christmas, .....	Thursday and Friday, 25th and 26th December, 1890, .....	2 days.

All Sundays are Holidays.

MAHOMEDAN HOLIDAYS.

The following Notification affecting public offices appeared at page 1062 of Part I. of the *Calcutta Gazette* of December 25th, 1889:—

NOTIFICATION.

The 24th December, 1889.—It is hereby notified for general information

T.

that on the following Mahomedan holidays during the year 1890 all public offices and Revenue and Magisterial Courts in Bengal, with the exception of the offices of Collector of Customs, Shipping Master, the Registrar of Assurances, Calcutta, the Collector of Stamp Revenue, Calcutta, the Stamping Department of the Office of the Superintendent of Stamps, Calcutta, and the Salt Rowannah and Opium Sale Departments of the Board of Revenue, shall be closed:—

Eed-ul-fitr, which falls on the 21st May, or, if the moon be not visible on the 20th May, on the 22nd May.

Eed-uz-zoha, which falls on the 28th July, or, if the moon be not visible on the 18th July, on the 29th July.

Mohurrum, the last two days of which fall on the 26th and 27th August, or, if the moon be visible on the 16th August, on the 25th and 26th August.

Fatiab-doaz-dahum, which falls on the 27th October, or, if the moon be not visible on the 15th October, on the 28th October.

H. J. S. COTTON, *Ofg. Secy. to the Govt. of Bengal.*

BOMBAY.

PUBLIC HOLIDAYS FOR THE YEAR 1890.

Sanctioned by Government under Section 25 of Act XXVI. of 1881, entitled the "Negotiable Instruments Act, 1881":—

New Year.....	2nd January.....	Thursday.....	1 Day.
Holi.....	6th March, .....	Thursday.....	1 "
Jamshedi Naoroz .....	21st March .....	Friday.....	1 "
Ramnavami .....	29th March .....	Saturday.....	1 "
Easter.....	5th and 7th April.....	Saturday and Monday.....	2 Days.
Queen's Birthday .....	24th May.....	Saturday.....	1 Day.
Cocoanut Day, .....	31st July, .....	Thursday.....	1 "
Gokul Ashtami.....	8th August .....	Friday.....	1 "
Mohurrum .....	27th August .....	Wednesday.....	1 "
Parsi New Year .....	16th and 17th September... ..	Tuesday and Wednesday.....	2 Days.
Ganesh Chaturthi .....	18th September .....	Thursday .....	1 Day.
Dussera.....	23rd October .....	Thursday .....	1 "
Dewali .....	12th and 13th November ...	Wednesday and Thursday ...	2 Days.
Christmas.....	24th and 26th December ...	Wednesday and Friday .....	2 "
New Year.....	31st December.....	Wednesday.....	1 Day.

*Note.*—GOOD-FRIDAY, CHRISTMAS DAY AND NEW YEAR'S DAY are holidays under the Negotiable Instruments Act.

T.

HOLIDAYS UNDER CHARTER-PARTIES

FOR THE YEAR 1890.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July, 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1890:—

New Year .....	1st and 2nd January .....	Wednesday & Thursday .....	2 Days.
Holi.....	6th March .....	Thursday .....	1 Day.
Easter.....	4th April .....	Friday .....	1 "
Queen's Birthday .....	24th May .....	Saturday .....	1 "
Cocoanut Day .....	31st July .....	Thursday .....	1 "
Gokul Ashtami .....	8th August .....	Friday .....	1 "
Mohurrum .....	27th August.....	Wednesday .....	1 "
Parsi New Year's Day.....	17th September .....	Wednesday .....	1 "
Dussera .....	23rd October.....	Thursday .....	1 "
Dewali .....	12th and 13th November, .....	Wednesday & Thursday .....	2 Days.
Christmas .....	24th and 25th December, .....	Wednesday & Thursday .....	2 "

By order of the Committee,

JOHN MARSHALL, *Secretary.*

BOMBAY CHAMBER OF COMMERCE,

21st December, 1889.

MADRAS.

The following are the holidays which have been fixed by the Madras Chamber of Commerce for the year 1890:—

COMMERCIAL HOLIDAYS, 1890.

MEMORANDUM.

- Pongul, 1 day—Monday the 13th January.
- Easter, 4 days—Friday to Tuesday, 4th to 8th April, both days inclusive.
- Queen's Birthday, 1 day—Saturday 24th May.
- Whitsuntide, 2 days—Monday and Tuesday, 26th and 27th May.
- Avani Avutum, 1 day—Thursday, 31st July.

**T.**

Mahalaya Amavassay, 1 day—13th October.  
 Dusserah, 1 day—Wednesday, the 22nd October.  
 Prince of Wales' Birthday, 1 day—Monday, 10th November.  
 Deepavali, 1 day—Tuesday, the 11th November.  
 Christmas, 5 days—Thursday, 25th December to Tuesday the 30th  
 December.  
 New Year, 3 days—Thursday to Saturday, 1st to 3rd January, 1891,  
 both days inclusive.

CHARLES LAWSON. *Secretary,*

MADRAS CHAMBER OF COMMERCE,  
 20th December, 1889.

**U.**

No. 813.

COLONIAL SECRETARY'S OFFICE,  
 HONGKONG, 28th May, 1889.

SIR,—I am directed by the Governor to inform you that, on the application of Mr. A. P. MacEwen, His Excellency has been pleased to extend, until November next, the leave of absence granted to him as a Member of the Legislative Council.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary.*

F. HENDERSON, Esq.,  
*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

## MONTHLY SALES

COMPILED BY

CHAMBER OF COMMERCE,

DURING THE YEAR 1889.

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
<b>COTTON YARN.</b>				
BOMBAY,—Nos. 10 @ 20s., ..... bales	7,377	1,782	4,926	3,754
ENGLISH,—Nos. 16 @ 24s., ..... "	933	487	287	475
Nos. 28 @ 32s., ..... "	180	210	234	7
Nos. 38 @ 42s., ..... "	621	175	404	60
<b>COTTON PIECE GOODS.</b>				
GREY SHIRTINGS,—6 lbs., ..... pieces	2,800	3,200	400	...
7 lbs., ..... "	5,250	5,570	1,379	...
8.4 lbs., ..... "	58,920	17,100	15,890	9,360
9 @ 10 lbs., ..... "	15,600	3,250	2,550	5,100
WHITE SHIRTINGS, 54 @ 56 reed., ..... "	4,250	300	750	500
58 @ 60 " ..... "	5,075	...	...	...
64 @ 66 " ..... "	7,223	6,000	5,270	2,750
Book-folds & Fine, ..... "	62,320	29,200	48,595	37,250
T-CLOTHS,—6 lbs. (32 in.), Ordinary, ..... "	...	410	600	...
7 lbs. (32 in.), Ordinary, ..... "	1,350	900	2,000	375
6 lbs. (32 in.), Mexicans, ..... "	...	...	...	300
7 lbs. (32 in.), Mexicans, ..... "	47,765	14,800	26,173	9,150
8 @ 8.4 oz., (36 in.), ..... "	27,620	5,120	7,570	12,720
DRILLS,—English, 40 yards. 13 $\frac{3}{4}$ @ 14 lbs., ... "	525	315	1,800	150
<b>FANCY COTTONS.</b>				
TURKEY RED SHIRTINGS.—2.4 @ 3 lbs., ..... pieces	1,240	3,080	80	13,800
BROCADES,—Dyed, ..... "	...	200	2,656	200
DAMASKS, ..... "	...	...	...	...
CHINTZES,—Assorted, ..... "	...	...	...	...
VELVETS.—Black, 22 in., ..... "	60	150	90	...
VELVETEENS,—18 in., ..... "	...	...	190	1,296
HANDKERCHIEFS, Imitation Silk, ..... dozen	...	1,400	2,211	1,000

COMMERCE DURING THE YEAR 1889.

May.	June.	July.	August.	September.	October.	November.	December.	Total for 1889.
5,044	6,054	4,322	3,470	2,543	6,703	2,912	1,703	50,790
920	375	190	130	100	240	555	799	5,491
10	5	...	...	10	70	329	5	1,360
65	50	150	160	35	432	395	3	2,550
...	...	...	...	...	...	...	...	6,400
...	...	...	...	280	1,050	8,200	5,310	27,030
4,200	3,200	11,810	12,540	16,650	22,050	16,080	40,420	228,220
1,800	2,050	2,000	6,550	2,000	1,500	6,700	7,250	56,350
...	...	...	...	...	...	2,250	...	8,050
...	...	...	...	...	...	...	...	5,075
1,200	1,100	1,550	1,950	250	250	3,250	4,800	35,593
9,100	21,150	16,850	16,900	16,120	9,241	25,860	34,250	326,836
...	...	...	...	...	...	400	...	1,410
...	...	900	...	...	...	...	3,000	8,525
...	3,150	...	...	...	...	...	...	3,450
5,875	4,600	10,375	22,475	13,870	23,585	13,300	23,077	215,045
5,660	1,395	3,900	16,560	12,560	18,840	25,940	12,600	150,485
225	225	300	1,680	470	75	285	1,425	7,475
1,500	1,400	1,011	450	1,600	2,130	4,215	11,200	41,706
...	1,700	300	600	...	100	1,350	...	7,106
...	...	...	...	...	...	...	...	...
...	...	...	...	...	250	90	...	340
1,260	670	...	690	500	...	120	390	3,930
...	...	...	230	170	120	...	2,252	4,258
3,400	...	...	1,400	1,000	...	...	...	10,411







## FORTNIGHTLY CURRENT QUOTATIONS

QUOTATIONS:	On London Bank, 4 months' sight.	Telegraphic Transfer.	Private Credits, 4 months' sight.	Documentary, 1 months' sight.
Fortnight, ending 1st January, .....	3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$
Do., do. 15th January, .....	3/1	3/0 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{4}$
Do., do. 29th January, .....	3/0 $\frac{1}{2}$	3/0 $\frac{1}{4}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{4}$
Do., do. 12th February, .....	3/0 $\frac{1}{4}$	3/0 $\frac{1}{2}$	3/1	3/1 $\frac{1}{2}$
Do., do. 26th February, .....	3/0 $\frac{1}{2}$	3/0	3/0 $\frac{1}{2}$	3/1
Do., do. 12th March, .....	3/0 $\frac{1}{2}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 26th March, .....	3/0 $\frac{1}{2}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 9th April, .....	3/0 $\frac{1}{4}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 23rd April, .....	3/0 $\frac{1}{4}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 3rd May, .....	3/0 $\frac{1}{2}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 17th May, .....	3/0 $\frac{1}{4}$	3/0 $\frac{1}{2}$	3/1	3/1 $\frac{1}{2}$
Do., do. 31st May, .....	3/0 $\frac{1}{2}$	2/11 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/0 $\frac{1}{2}$
Do., do. 14th June, .....	3/0 $\frac{1}{4}$	3/0 $\frac{1}{2}$	3/1	3/1 $\frac{1}{2}$
Do., do. 28th June, .....	3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$
Do., do. 12th July, .....	3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$
Do., do. 26th July, .....	3/1	3/0 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{2}$
Do., do. 9th August, .....	3/1	3/0 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{2}$
Do., do. 23rd August, .....	3/0 $\frac{1}{2}$	3/0 $\frac{1}{4}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{4}$
Do., do. 10th September, .....	3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$
Do., do. 24th September, .....	3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$
Do., do. 8th October, .....	3/1 $\frac{1}{2}$ a 3/1 $\frac{1}{2}$	3/0 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{4}$
Do., do. 22nd October, .....	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/2	3/2 $\frac{1}{4}$
Do., do. 5th November, .....	3/2 $\frac{1}{2}$	3/1 $\frac{1}{2}$	3/2 $\frac{1}{2}$	3/2 $\frac{1}{2}$
Do., do. 19th November, .....	3/2 $\frac{1}{4}$	3/2 $\frac{1}{2}$	3/3	3/3 $\frac{1}{2}$
Do., do. 3rd December, .....	3/3 $\frac{1}{2}$	3/2 $\frac{1}{2}$	3/3 $\frac{1}{2}$	3/3 $\frac{1}{2}$
Do., do. 17th December, .....	3/3	3/2 $\frac{1}{2}$	3/3 $\frac{1}{2}$	3/3 $\frac{1}{2}$

## DURING THE YEAR 1889.

On France, 4 months' sight.	On Bombay, Demand.	On Calcutta, Demand.	Bar Silver.	Sycee.	Clean Mexican Dollars.	Gold Bars, 98 touch.	Gold Leaf, 100 touch.
Fcs. 3.95	Rs. 223 $\frac{1}{2}$	Rs. 223 $\frac{1}{2}$	10 $\frac{1}{2}$ % pm.	9 % pm.	1 $\frac{1}{2}$ % pm.	\$32.95	\$33.90
Fcs. 3.94	Rs. 222	Rs. 222	10 " "	8 $\frac{3}{4}$ " "	$\frac{3}{4}$ " "	\$32.85	\$33.80
Fcs. 3.92	Rs. 220 $\frac{1}{2}$	Rs. 220 $\frac{1}{2}$	10 " "	8 $\frac{3}{4}$ " "	1 $\frac{1}{4}$ " "	\$33.15	\$34.10
Fcs. 3.90	Rs. 220	Rs. 220	9 $\frac{1}{2}$ " "	8 $\frac{1}{4}$ " "	$\frac{7}{8}$ " "	\$33.30	\$34.25
Fcs. 3.89	Rs. 220	Rs. 220	10 " "	8 $\frac{1}{2}$ " "	$\frac{7}{8}$ " "	\$33.45	\$34.40
Fcs. 3.88	Rs. 220 $\frac{1}{4}$	Rs. 220 $\frac{1}{4}$	10 " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$33.55	\$34.50
Fcs. 3.88	Rs. 220 $\frac{1}{4}$	Rs. 220 $\frac{1}{4}$	10 " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$33.50	\$34.45
Fcs. 3.85	Rs. 220 $\frac{1}{2}$	Rs. 220 $\frac{1}{2}$	9 $\frac{7}{8}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{2}$ " "	\$33.60	\$34.55
Fcs. 3.85	Rs. 221 $\frac{1}{2}$	Rs. 221 $\frac{1}{2}$	9 $\frac{7}{8}$ " "	8 $\frac{1}{2}$ " "	2 $\frac{1}{2}$ " "	\$33.55	\$34.50
Fcs. 3.88	Rs. 222 $\frac{1}{2}$	Rs. 222 $\frac{1}{2}$	10 " "	8 $\frac{3}{8}$ " "	2 $\frac{1}{2}$ " "	\$33.50	\$34.45
Fcs. 3.91	Rs. 224	Rs. 224	9 $\frac{1}{2}$ " "	9 " "	1 $\frac{1}{2}$ " "	\$33.25	\$34.20
Fcs. 3.87	Rs. 224	Rs. 224	9 $\frac{3}{4}$ " "	9 " "	2 " "	\$33.45	\$34.10
Fcs. 3.88	Rs. 225 $\frac{1}{2}$	Rs. 225 $\frac{1}{2}$	10 " "	9 $\frac{1}{2}$ " "	2 $\frac{1}{2}$ " "	\$33.05	\$34.00
Fcs. 3.92	Rs. 227	Rs. 227	9 $\frac{3}{4}$ " "	9 $\frac{3}{8}$ " "	1 $\frac{3}{4}$ " "	\$32.95	\$33.90
Fcs. 3.92	Rs. 226	Rs. 226	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$32.90	\$33.85
Fcs. 3.91	Rs. 225	Rs. 225	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$32.95	\$33.90
Fcs. 3.91	Rs. 225	Rs. 225	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$32.95	\$33.90
Fcs. 3.90	Rs. 225	Rs. 225	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$33.05	\$34.00
Fcs. 3.94	Rs. 225	Rs. 225	9 $\frac{3}{4}$ " "	8 $\frac{3}{8}$ " "	1 $\frac{3}{4}$ " "	\$33.05	\$34.00
Fcs. 3.94	Rs. 225 $\frac{1}{2}$	Rs. 225 $\frac{1}{2}$	9 $\frac{1}{2}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{3}{4}$ " "	\$32.95	\$33.90
Fcs. 3.96	Rs. 226	Rs. 226	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{3}{4}$ " "	\$32.85	\$33.80
Fcs. 3.99	Rs. 226 $\frac{1}{2}$	Rs. 226 $\frac{1}{2}$	9 $\frac{3}{4}$ " "	8 $\frac{3}{8}$ " "	2 $\frac{1}{4}$ " "	\$32.65	\$33.60
Fcs. 4.07	Rs. 228 $\frac{1}{2}$	Rs. 228 $\frac{1}{2}$	9 $\frac{7}{8}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{2}$ " "	\$22.05	\$33.00
Fcs. 4.11	Rs. 230	Rs. 230	9 $\frac{1}{2}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{3}{4}$ " "	\$31.75	\$32.70
Fcs. 4.14	Rs. 229	Rs. 229	9 $\frac{1}{2}$ " "	8 " "	1 $\frac{3}{4}$ " "	\$31.65	\$32.60
Fcs. 4.13	Rs. 228 $\frac{1}{2}$	Rs. 228 $\frac{1}{2}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{4}$ " "	1 $\frac{1}{2}$ " "	\$31.65	\$32.60

THE ACTING POSTMASTER GENERAL'S REPORT.

GENERAL POST OFFICE,  
HONGKONG, *February 6th*, 1890.

SIR,—I have the honour to forward herewith a Report on the work of this Department during 1889, prepared by Mr. TRAVERS, who was in charge of the Department during that year.

2. Having been absent from the Post Office throughout the whole period under report, I am not in a position to add anything to the facts submitted by Mr. TRAVERS. I would ask permission, however, to urge upon the Government the importance of his representations as to the necessity for a new building. The existing premises were apparently as closely packed as possible when I left for Europe in 1888, but they are even worse now. The bad air which pervades the whole building, and which no doubt arises mainly from the shockingly overcrowded servants' quarters attached, makes service here a severe trial to all except those in the most robust health, whilst the facilities with which the public might reasonably expect to be provided are seriously curtailed from the want of the smallest margin in the way of room. Several important improvements are standing over, as they have been for years, from mere lack of space.

3. The site for the new building should, I think, be that at present occupied, with the sites of the Supreme Court and Land Office. I trust that the mistake will not be made of cutting down the accommodation provided to what will just, and only just, suffice for the service as it is. It would be well worth while to include several suites of extra rooms, and to let them as offices. As, in the course of years, they came to be required, the tenants could be got rid of and the rooms gradually converted to Government purposes.

4. It gives me much pleasure to testify to the ability with which the work of the Department has been carried on by Mr. TRAVERS during my long absence, and to the state of efficiency in which I find it on my return. I know from past experience how heavy a task is imposed on any one who attempts to conduct this Department as the only English officer in it. The mere strain on endurance and physical strength in this exhausting climate

is often very severe, and Mr. TRAVERS is to be congratulated on having (I fear at some sacrifice of health) conducted the Department alone for eighteen months without occasion for serious complaint of any kind.

I have the honour to be,  
Sir,  
Your most obedient Servant,

A. LISTER,  
*Postmaster General.*

The Honourable F. FLEMING, C.M.G.,  
*Colonial Secretary,*  
&c., &c., &c.,

GENERAL POST OFFICE,  
HONGKONG, *31st January*, 1890.

SIR,—I have the honour to report on the British Postal Service in Hongkong and China during the year 1889.

2. The date on which this report has to be sent in makes it impossible to detail the Revenue of the Department for 1889, which will not be definitely ascertained for some months to come.

The Revenue for 1888 was as follows:—

Gross Revenue 1888, .....	\$148,106.89
Deficit, .....	16,345.81
	<hr/>
	\$164,452.70
	<hr/>
Share of United Kingdom, .....	\$46,782.26
Contribution towards P. & O. subsidy,* .....	69,041.09
Share of other Countries, .....	5,502.91
Conveyance of Mails, .....	6,718.30
Working Expenses, .....	86,408.14
	<hr/>
	\$164,452.70
	<hr/>

3. Approximate Statistics for the year 1889 are appended. They show a general increase of correspondence.

\* 1½ years at \$6,000 a year.

4. A Steam-Launch has been provided, and by its means the landing and delivery of mails has been accelerated. It has also enabled me to establish a Kowloon delivery which, judging by the growing requirements of that place, appeared to me necessary. At the same time a Harbour delivery was introduced.

5. I am glad to see that at last the necessity for a new Post Office has been recognised, but I would venture to suggest that a more suitable site than North Barracks be selected. It appears to me that the Post Office should be somewhere in the vicinity of Pedder's Wharf, which is not only central but the most convenient spot so far as the general public are concerned. In my last report I remarked very strongly on the question of accommodation, and now that a new building has been, I hope, decided upon, I would urge that the work be put in hand with as little delay as possible. Rough plans of the rooms more essentially necessary, showing their best arrangement and grouping, have been prepared in this Department.

6. In May last the French Government consented to our request to allow Marine Officers to travel on the Messageries Maritimes Packets with a view of sorting the French Mails, and all arrangements to carry out this Service were completed in June, but a difficulty then arose from the fact that the *Agents des Postes* were without authority to hand the mail over to our Officers before arrival in Hongkong. The matter was again referred to the French Post Office, but up to the present time no reply has been received, though a settlement of the question in the direction desired may be expected very shortly. The Colony is much indebted to the Vicomte de BEZAURE, French Consul, for the warm interest he has taken in this Scheme and for his constant efforts to bring it to a successful issue.

7. In March last the Postmaster General (Hon. ALFRED LISTER) during his absence on leave worked out the details of a scheme for Local Delivery, and recommended that a certain sum be placed on the Estimates of this year to defray the expenses in connection with it. This was done, and if it is approved by the Home Authorities\* a long felt want will be supplied. By Local Delivery must be understood the distribution, not only of correspondence originating in the Colony, but also of that which is

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\* Approval has now been received, 11.3.90.

constantly arriving by Local Steamers from China, Japan, Manila, the Straits, &c. The Colony will receive the following advantages:—

- (a) In the town regular deliveries of Local Correspondence quite independent of either the arrival or departure of Contract Mails. These deliveries will take place every hour from 8.30 A.M. to 8 P.M.
- (b) In the Suburbs there will be three deliveries each day.
- (c) All local correspondence will be delivered exactly as addressed.

8. It was suggested to me during the year by several members of this Community that it would be a great convenience to the public if something could be done to notify as early as possible the arrival of steamers, so that mails could be sent for at once. I accordingly placed a notice board in a conspicuous place outside the Office for this purpose, and endeavoured to obtain the earliest notice of the arrival of steamers. This system, however, does not work at all satisfactorily. The launch men of this Department, engaged in other duties, frequently fail to report arrivals, and the consequence is that the mails are kept on board until it is convenient for the Agent or Captain to land them, which is very often hours after arrival. The only way really to meet the difficulty would be by efficient electric communication with Officers stationed at the Eastern and Western entrances to the Harbour.

9. In my Report for 1888 I recommended that the Salaries of our Postal Agents should be raised to such sums in dollars as will fairly represent the amount of £100 per annum, the original pay of the larger Agencies, or £50 in the case of the smaller Offices. I am glad to see that His Excellency the Governor has, subject to the approval of the Secretary of State for the Colonies, decided upon this increase.

10. Nothing further has been done, so far as I know, with regard to handing over our Agencies in China to the Customs, and it seems only too probable that they will continue in the hands of the Assistants at the Consulates for some time to come. This is much to be regretted, as it perpetuates a crippled and make-shift service which can never, by any diligence or care on the part of the Officers employed, develop into a properly organised Postal System. I am bound to say, however, that, had as the existing organisation is (and I hope this year will see it a little better) the Agents at the ports have done the best work possible under existing circumstances.

11. Arrangements were made in May last for the exchange of parcels between this Colony and Cochín-China, Cambodia, Tongking and Anuam.

12. The number of Parcels received and despatched during the year is as follows:—

	<i>Inward.</i>	<i>Outward.</i>	<i>Total.</i>
By P. & O. Packet,.....	8,203	4,529	12,732
By German Packet,.....	174	267	441
Total.....	<u>8,377</u>	<u>4,796</u>	<u>13,173</u>

The total number despatched and received in 1888 was 10,593. There is therefore an increase of 2,580.

13. By the Christmas Mail from Europe we received 527 parcels, and by the New Year's Mail 576. These are the heaviest mails that have yet come under my notice.

14. Money Orders may now be exchanged with France and Algeria through the medium of the Imperial Post Office.

15. The Peak Delivery has proved, as I expected, a great convenience to the public. The number of letters despatched and received is 3,711 and 288 respectively. I must again record my thanks to the manager of the High Level Tramway Company for allowing our postmen to travel free.

16. Among the many instances of fraudulent enclosures in newspapers &c., the following may be mentioned:—

Mrs. \_\_\_\_\_, China posted a newspaper prepaid as a single paper, but containing a dozen silk handkerchiefs.

Mr. \_\_\_\_\_, China addressed a newspaper to a lady, containing six pairs of gloves and three letters.

These were duly forwarded, letter rate being charged, and I have no doubt the addressees would much rather they had not been sent. Unfortunately the senders could not be discovered.

17. Several Parcels falsely declared were confiscated by the Customs Authorities.

18. The late Compradore CHING TSUN, after 23 years service, retired on pension. I cannot speak too highly of his services.

19. In conclusion I have to express my thanks to all the Officers employed in this Department for the very efficient manner in which they have performed their duties.

I have the honour to be,

Sir,

Your obedient Servant,

ARTHUR K. TRAVERS,  
*Assistant Postmaster General.*

The Honourable A. LISTER,

*Postmaster General,*

&c.,

&c.,

&c.

THE HARBOUR MASTER'S REPORT.

No. 106.

HARBOUR DEPARTMENT,  
HONGKONG, 8th March, 1890.

SIR,—I have the honour to forward the following Annual Returns for this Department for the year ending 31st December, 1889.

SHIPPING.

2. The Shipping Returns show 30,777 Arrivals with a tonnage of 6,371,037 tons, and 30,611 Departures of 6,301,604 tons, making a grand total of 61,388 vessels and 12,672,691 tons.

3. The following statement shows how this amount of shipping is apportioned:—

	<i>Ships.</i>	<i>Tonnage.</i>
British, .....	5,212	6,500,869
Foreign, .....	2,376	2,471,121
Junks in Foreign Trade, .....	45,568	3,417,331
Junks in Local Trade, .....	53,156	12,389,321
	8,232	283,370
Grand Total, .....	61,388	12,672,691

4. Compared with 1888, there has been an increase of British tonnage amounting to 26,526 tons, and a decrease of foreign tonnage of 61,213 tons. There has also been a decrease in the Junk trade of 289,018 tons.

5. Compared with the average of the past 3 years, there is a decrease under the British flag of 416 ships and 167,053 tons, of Foreign ships, there is an increase of 53,510 tons.

6. The general trade as represented by the amount of shipping from and to the various countries does not show on the whole any very marked alteration. Cochin-China, Siam, and the Gulf of Tonquin show a falling off while the Coast of China and Formosa (in British Ships) and India and Singapore show the chief increase. There is however a considerable falling off in the Junk trade between Hongkong and Coast of China and Formosa.

7. The trade with Great Britain and Continent of Europe does not differ materially from that of 1888.

8. 3,669 steamers, 151 sailing vessels and 26,957 Junks arrived during the year, giving an average of over 84 vessels daily arriving in the Waters of the Colony. Of the steamers, over 69 per cent. were British and of these, more than 50 per cent. were "Ocean going."

#### STEAM-LAUNCHES.

9. On the 31st December, there were 101 Steam-launches in the Harbour, of these, 50 were licensed for the conveyance of passengers, 41 were privately owned, 10 were the property of the Colonial Government. There were, in addition, 6 launches, the property of the War Department.

#### EMIGRATION.

10. There has been a falling off in the number of Chinese leaving the Colony for Ports other than those in China or Japan. One cause of this falling off is said to be a reduction in the rate of wages paid to coolies in the Straits Settlements. I am inclined to the belief, however, that the principal cause is that the Coolie Brokers or "Catchers" who go into the interior to procure emigrants, are not just now as successful as they have been hitherto in securing clients. The fact of fraudulent practices on the part of these "Catchers" has become known in the interior, and the Mandarins have consequently put a check on the people, who are already rather chary of placing themselves in the hands of the "Catchers." This is not an unmixed benefit. On the one hand, the number of coolies who are cajoled into emigrating is reduced, but on the other hand, those on whom no deception is being practised are distrustful and thus deterred from going.

11. In my Annual Report for 1888 I alluded to the abuses connected with Chinese Emigration, I have since had no cause to alter the opinion which I then expressed. An abuse which I did not therein refer to was that of "impersonation" at the examination before the Emigration Officer. This is sometimes detected at the final examination on board, when the coolie, having plucked up courage, declares that he does not want to go, and it is then discovered that although he has a "contract ticket" which has been passed by the Emigration Officer, he himself has never been subject to examination. It also frequently occurs that coolies are found on board the vessel with tickets similar in all respects to those issued by the Passenger Broker, but which have not received the Emigration Officer's stamp, thus shewing that the holders of these tickets have never been examined as to their willingness to emigrate. Enquiry as to the origin of these tickets is always unsuccessful, the coolie has always received it from "a friend" who, he cannot or will not give up.

12. During 1889, direct emigration to Deli (or Medan) in Sumatra was introduced, previous to this, it used to be done through Singapore. The first ship that left here direct was the *China* with 272 emigrants. When somewhere near Singapore, there was a revolt of the coolies and the Captain was forced to take the vessel into Singapore. The reason given for the outbreak was that, the coolies were told at Hongkong that they were going to Singapore, and they did not want to go any where else. A similar incident occurred on board the S.S. *Kiel* later on in the year, and there has been one more case reported in 1890. These "outbreaks" are to my mind easily accounted for, I am of opinion that they are brought about by the Chinese Brokers at Singapore, who desire to re-establish what was to them a lucrative business, and in order to accomplish this they endeavour to bring direct emigration into disrepute. They have their emissaries on board the ship, and these succeed in stirring up the coolies to revolt by telling them that they are being deceived.

13. Whatever safeguards are adopted for the protection of the emigrating Chinese coolies, it will I think always be possible for them to be to some extent circumvented by the wily and unscrupulous Chinese Brokers. I think, however, that if the proposed system of Licensed Boarding Houses, and an Emigration Wharf is established, a severe blow will be dealt to these rascals, and I have hope that when the system is adopted, we shall hear little about *real* Emigration abuses.

## REGISTRY OF SHIPPING.

14. During the year, six vessels of 1,694 tons were registered under the provisions of *The Merchant Shipping Act, 1854*, and seven Certificates of Registry were cancelled. Return No. XVIII \* shows the remainder of the work done in this Branch.

## MARINE MAGISTRATE'S COURT.

15. Fifty-three cases were heard in this Court during the year. Refusal of duty (17), and Assault (11) were the principal offences in the case of ships, and Throwing Ballast into the Harbour (9), and Leaving without Clearance (6) in the case of Junks.

EXAMINATIONS FOR THE POST OF MASTERS, MATES AND ENGINEERS  
UNDER SECTION 15 OF ORDINANCE No. 8 OF 1879.

16. The following table will shew the number of candidates examined for Certificates of Competency, distinguishing those who were successful, and those who failed:--

GRADE.	PASSED.	FAILED.
Masters, .....	25	1
First Mates, .....	29	1
Only Mates, .....	2	...
Second Mates, .....	1	1
	57	3
First Class Engineers, .....	11	...
Second Class Engineers, .....	28	3
	39	3

## MARINE COURTS UNDER SECTION 13 OF ORDINANCE No. 8 OF 1879.

17. The following Courts having been held during the year:--

1. On the 5th February, 1889, a Marine Court sitting as a Court of survey to inquire into the seaworthiness or otherwise of the British Steamship *Pasig*, Official No. 58,335 of Hongkong. The vessel was found to be seaworthy.
2. On the 26th April, 1889. Inquiry as to the stranding of the British Steamship *Afghan*, Official No. 78,572 of Rochester,

\* See *Hongkong Government Gazette* of 1890, page 502.

on N.E. Head of Lena Island, on the morning of 12th April, 1889. The Master's (THOMAS GOLDING) Certificate of Competency was returned to him.

3. On the 18th June, 1889. Inquiry respecting certain charges of misconduct brought against DAVID LONGWILL, First Mate of the British Barque *Sir William Wallace*, Official No. 53,245 of Newcastle, N.S.W., by TIMOTHY RICHARD BROWN, Master of the said ship. The First Mate's Certificate of Competency was returned to him.
4. On the 15th August, 1889. Inquiry as to the loss of the British Steamship *Altnacraig*, Official No. 84,361 of Aberdeen, on a reef off Paragua, on the morning of the 14th July, 1889. The Master's (WILLIAM BUYERS) Certificate of Competency was returned to him.
5. On the 9th September, 1889. Inquiry respecting certain charges of misconduct brought against ALEXANDER COX, First Mate of the British Barque *Mama Loa*, Official No. 72,640 of Maitland, Nova Scotia, by LEWIS ELLIS, able seaman of the said ship. The First Mate's Certificate of Competency was suspended for two years.
6. On the 16th September, 1889. Inquiry respecting certain charges of misconduct brought against CLEMENT YOUNG, First Mate of the British Barque *Omega*, Official No. 63,881 of Shanghai, by ARTHUR VERE BROWN, Master of the said ship. The First Mate's Certificate of Competency was returned to him.
7. On the 12th November, 1889. Inquiry as to the loss of the British Barque *Hattie E. Tapley*, Official No. 83,663 of Sydney, N.S.W., on the N.E. extreme of Chek Wan in the Samoum Group, on the night of the 1st November, 1889. The Master's (ROBERT S. MALCOM) Certificate of Competency was returned to him.
8. On the 14th December, 1889. Inquiry as to the loss of the British Ship *Nylghau*, Official No. 80,617 of Yarmouth, Nova Scotia, on the Pratas Shoal, on the evening of the 25th November, 1889. The Master's (WATSON BAKER BUTLER) Certificate of Competency was returned to him.

SEAMEN.

18. 9,822 seamen were shipped and 10,069 were discharged at the Shipping Office and on board ships during the year.

19. 238 distressed seamen were received during the year. Of these, 44 were sent to United Kingdom, 21 were sent elsewhere and 173 obtained employment. \$4,390.40 were expended by the Board of Trade in the relief of these men and \$223.13 by this Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

20. Return No. XXIII \* shows a continued increase in the work of this Department. 1,127 visits were made by the Government Marine Surveyor to vessels under survey.

LIGHTHOUSES.

21. The three Lighthouse Stations have been maintained as usual during the year. In May, an alteration was made in the nature of the Green Island Light, the red shades were dispensed with, and a bright light is now exhibited all round except over the Kellett's Bank. A light vessel has also been kept up on Kellett's Bank to mark the spot where eight Junks laden with stones have been sunk as an experiment with the object of finding out if the obstruction thus caused will result in a "silting up" on the Bank. I do not anticipate much result from the experiment.

22. Some little difficulty has been experienced with the Chinese Staff of the Lighthouses. After being trained to their work of watch-keeping in the lantern, they frequently find the duty too irksome and laborious, and leave, with or without permission, as most convenient to themselves. A new man has then to be obtained and his training taken in hand, and with a temperature in the lantern of 83° as it often is in the Summer nights the duty of training these men, which falls on the European Light-keeper, is a very trying one, seeing that he has his own watch to keep besides. Notwithstanding this, the lights have been efficiently maintained. I propose, however, recommending that a better class of Chinese shall in future be obtained for the posts of Light-keepers, these to receive higher rates of wages than at present, and to give security for the proper performance of their duty, and entering into an agreement to serve for a certain length of time.

\* See *Hongkong Government Gazette* of 1890, page 517.

BOKHARA ROCKS.

23. During the past year, experiments have been made by the Royal Engineers, with the object of determining the practicability or otherwise of blasting a portion of the Bokhara Rocks, so as to obtain a minimum depth over the Rocks of 5 fathoms. These experiments have shewn that without special appliances the operation cannot be successfully carried out. The matter is, however, still receiving attention.

GOVERNMENT GUNPOWDER DEPÔT.

24. During the year there has been stored in the Government Magazine at Stone Cutters' Island.

	No. of Cases, &c.	Approximate Weight, lbs.
Gunpowder, Privately owned, .....	18,200	449,370
Government owned, .....	632	63,200
Cartridges, Privately owned, .....	499	106,232
Government owned, .....	138	15,130
Explosive Compounds { Privately owned,.....	1,830	90,941
Government owned, .....	9	750
Total,.....	21,308	725,623

On the 31st December, 1889, there remained as under:—

	No. of Cases, &c.	Approximate Weight, lbs.
Gunpowder, Privately owned, .....	4,849	98,810
Government owned, .....	632	63,200
Cartridges, Privately owned, .....	299	35,739
Government owned, .....	116	17,000
Explosive Compounds { Privately owned,.....	707	36,832
Government owned, .....	9	750
Total,.....	6,612	252,331

25. The condition of the Magazine is not such as might be desired. For several years, white-ants have been at work in the rafters of the roof, and although their depredations have from time to time been restored the



pests themselves have not been got rid of. The eastern outer wall is cracked owing apparently to the subsidence of the foundation. The wharf also is in a state bordering on the "unsafe."

The subject also of excluding the public from the precincts of the Magazine is one which, I submit, should receive consideration. At present, this is the only portion of Stone Cutters' Island where the public can land without special "Permit" and when it is considered with what care such like premises are generally guarded, the omission in this case seems to call for remark.

IMPORTS AND EXPORTS (OPIUM) OFFICE.

26. The Return shows that during the year the amount of opium reported was as follows:--

Imported, .....	67,429 $\frac{3}{4}$ $\frac{21}{10}$	chests.
Exported, .....	61,808 $\frac{2}{4}$ $\frac{27}{10}$	"
Through cargo reported but not landed, ...	12,306 $\frac{1}{2}$	"

19,327 Permits were issued and a daily memo. of exports was sent to the Kowloon Customs Office.

I have the honour to be,

Sir,

Your most obedient Servant,

R. MURRAY RUMSEY, Ret. Com., R.N.,  
*Harbour Master, &c.*

The Honourable W. M. DEANE,

*Acting Colonial Secretary.*

*&c.                      &c.                      &c.*

