





Hong Kong
General Chamber of Commerce

Report
For The Year
1885

REPORT
OF THE
COMMITTEE
OF THE
HONGKONG GENERAL CHAMBER OF COMMERCE
FOR THE
Year ending 31st December, 1885,
PRESENTED TO THE MEMBERS
AT THE
ANNUAL MEETING HELD ON 18th MARCH, 1886.

HONGKONG:
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COMMITTEE, 1886.

(Elected, 18th March, 1886.)

HON. P. RYRIE, *Chairman.*
 A. P. MACEWEN, Esq.,
Vice-Chairman.
 H. HOPPIUS, Esq.
 J. H. SCOTT, Esq.

E. H. M. HUNTINGTON, Esq.
 H. L. DALRYMPLE, Esq. - *Mac-My*
 L. POESNECKER, Esq.
 W. H. F. DARBY, Esq.
 M. GROTE, Esq.

H. M. BAILY,
Secretary.

ARBITRATION COMMITTEE, 1886.

A. P. MACEWEN, Esq.
 E. H. M. HUNTINGTON, Esq.
 J. H. SCOTT, Esq.

W. H. F. DARBY, Esq.
 M. GROTE, Esq.

CORRESPONDING COMMITTEE, 1886.

HON. P. RYRIE.
 A. P. MACEWEN, Esq.
 H. HOPPIUS, Esq.
 J. H. SCOTT, Esq.
 E. H. M. HUNTINGTON, Esq.

H. L. DALRYMPLE, Esq. *J. Bell-Young*
 L. POESNECKER, Esq.
 W. H. F. DARBY, Esq.
 M. GROTE, Esq.

LIST OF MEMBERS, 1886.

9.5.
 MESSRS. ADAMSON, BELL & Co.
 " ARNHOLD, KARBERG & Co.
 " BELLIOS & Co.
 " BIRLEY, DALRYMPLE & Co.
 " BUTTERFIELD & SWIRE.
 " CARLOWITZ & Co.
 " C. P. CHATER, Esq.
 " DOUGLAS, LAPRAIK & Co.
 " D. GILLIES, Esq.
 " GIBB, LIVINGSTON & Co.
 " GILMAN & Co.
 " G. SHARP, Esq.
 " HOLLIDAY, WISE & Co.
 " JARDINE, MATHESON & Co.
 " J. J. FRANCIS, Esq.
 " LANE, CRAWFORD & Co.
 " LINSTEAD & DAVIS.
 " L. MENDEL, Esq.
 " MELCHERS & Co.
 " N. MODY & Co.
 " REISS & Co.

MESSRS. RUSSELL & Co.
 " SASSOON & Co., E. D.
 " SASSOON, SONS & Co., D.
 " SCHELLHASS & Co., ED.
 " SIEMSEN & Co.
 " TURNER & Co.
 " WOTTON & DEACON.
 * THE BORNEO COMPANY, LIMITED.
 THE LAI-HING HONG.
 THE MESSAGERIES MARITIMES.
 THE ON TAI INSURANCE.
 THE P. & O. S. N. Co.
 * THE CHARTERED BANK OF INDIA,
 AUSTRALIA & CHINA.
 * THE CHARTERED MERCANTILE
 BANK OF INDIA, LONDON &
 CHINA.
 THE HONGKONG & SHANGHAI
 BANKING CORPORATION.
 * THE SCOTTISH & ORIENTAL S. S. Co.
 THE UNION INSURANCE SOCIETY
 OF CANTON.

* The New Oriental Bank
 Corporation, Limited.
 * Austro-Hungarian Steam Navigation
 Company.

RULES AND REGULATIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BY-LAWS.

I. The Office shall be open daily from Noon to 1.30 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.

++ See Minute Book - folio 68 -
- Article 4 -

SCALE OF COMMISSIONS AND BROKERAGE

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

COMMISSIONS.

Purchasing or selling Tea, Raw Silk, and Cotton,	3	per cent. .
„ any of above, if as returns for Goods sold,.....	2½	„
„ or selling Opium,	2	„
„ or selling all other Goods and Produce, Ships } and Real Estate,	5	„
„ and selling Shares or Stocks,	1	„
Inspecting Tea or Silk,	1	„
Guaranteeing Sales,	2½	„
„ Remittances,	1	„
Drawing or endorsing Bills of Exchange,	1	„
„ or negotiating Bills of Exchange without recourse, ..	½	„
Purchasing or realising Bullion or Bills of Exchange,	½	„
Remitting the Proceeds of Bullion or Bills of Exchange,	½	„
Paying and receiving Money in Current Account,	1	„
„ Ship's Disbursements,	2½	„
Collecting Freight,	2½	„
Obtaining Freight or Charter,	5	„
„ „ or „ and collecting same Freight, ..	6	„
Adjusting Insurance Claims on Amount Recovered,.....	2½	„
Effecting Insurance, on the Insured Amount,	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 18th March,
1886, for the purpose of receiving the Report of the Committee
and passing the Secretary's Accounts for the year ending 31st
December, 1885.

Present:—

The Honourable W. KESWICK (Chairman), Honourable P. RYRIE (Vice-Chairman), Hon. T. JACKSON, MESSRS. E. H. M. HUNTINGTON, H. HOPPIUS, A. P. MAC EWEN, H. L. DALRYMPLE (Committee), G. de CHAMPEAUX, L. PORSNECKER, C. STIEBEL, G. SHARP, D. R. CRAWFORD, W. H. F. DARBY, H. P. TENNANT, M. GROTE, H. W. DAVIS, A. MCCONACHIE, J. J. FRANCIS, A. MCIVER, C. P. CHATER, A. COXON, H. A. HERBERT, and H. M. BAILY (Secretary).

THE MINUTES.

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

The CHAIRMAN—Gentlemen, the report which your Committee have now to submit, together with the printed correspondence which accompanies it, indicates, I think, very clearly the importance of the subjects which have engaged the attention of the Committee. These matters have been probably of greater commercial importance than have usually been brought before the Chamber in one year. When we last met a war cloud cast its dark shadows over this part of the East and the feeling of uncertainty which prevailed as to what would happen—what would be the issue of the blockade of Formosa and of Pakhoi, the right of search exercised by the French men-of-war, and the general interruption of business which it was feared would be consequent on the threatened extension of hostilities to the Far North—rendered every one who had commercial relations here anxious as to the future. Fortunately before the year had far advanced these fears were dispelled by the treaty of peace, and a war which was commenced, I believe, in a great measure through misunderstanding, accidentally, and

owing to a considerable amount of ignorance, was happily brought to an end. That treaty of peace could not but affect very materially the interests of this colony. There is a further treaty now in process of negotiation which it will be the duty of the Chamber to watch the terms of with care, and it is to be hoped that when that treaty is signed and before us we shall find in it much to approve of and that we may consider it will redound to the advantage of this Colony by increasing intercourse with the southern portion of China, and, let us hope, not in too exclusive a manner providing only for the advantages of the French people. Whatever the advantages may be that that treaty gives in the way of frontier commerce to France I think it should be the effort of this Chamber to secure that this Colony shall also enjoy through the means of the waterways of the neighbouring province. Whatever advantages land transit between Tonquin and China may possess I think the waterways of the South should also enable us to obtain. Before leaving the subject of the war I think it well to remark upon what occurs to me as the advantage which China obtained by that war. It strikes me that nothing that has occurred during the last quarter of a century has done more to make China a nation, to produce a patriotic feeling amongst her people, and to bring into harmony with the ideas of the East those of China. We have seen already the development that has taken place in telegraphic communication. We must hope that the effect of the experience gained by China through the telegraph will be seen by and by in the greater enlightenment of the people and the introduction of more rapid means of communication. Nothing will tend so much to the advantage of commerce in Hongkong, to the improvement of Hongkong as a city, to the increase of its revenue, now so important, as communication throughout the interior of China by means of the opening of the waterways and the establishment of railways, that our imports may reach the farthest side of China and her exports reach the sea board as cheaply as possible. There is also to be considered in connection with the changes that have taken place since we last met the progress of British power on the other side of China. The addition of Burmah to the Indian Empire cannot fail, I think, to be productive of good, if only through China, her boundaries being now those of Western nations, being obliged to progress in concert with them. One of the other subjects that engaged the attention of the Chamber was that of direct telegraphic communication between this Colony and Singapore. This is a subject of considerable interest at any time, but in the event of a war with a European power no subject could

possibly be of more interest and no work could possibly be of more importance. I do not think that the suggestion that has been made that this Colony should out of its revenue contribute to the cost of laying a cable or should contribute to a subsidy for it can well be entertained. The finances of the Colony, from my point of view, do not admit of it. There are other very important works requiring money. There is the water supply; we know not what it will cost; it will cost an unknown sum, I believe; but its advantages when completed we cannot deny. I believe when we get that water supply the industries of Hongkong will be largely extended, and the Chinese population, if they get a cheap water supply, will grow more rapidly than we can form any conception of. Quarantine is also a subject, as I think you are aware from the published statements that have appeared, that has engaged the attention of the Committee of the Chamber throughout the whole year, and I am sorry to say that even now it is not satisfactorily settled. I hope, however, as time goes on, if we peg away and keep advancing our own opinions and insist on having them attended to, we shall ultimately succeed. The obstruction to vessels reaching Canton continues to be a serious hindrance to trade, and representations on that subject have been continuous. So far nothing has been done towards removing the barriers which were placed in the river during the war, but from the latest information we have from Peking on the subject, and the constant efforts on the part of Her Majesty's Chargé d'Affaires, it is hoped that they will be removed. The other matters referred to in the report I do not think require any special remark from me, unless it be with regard to finance. Unfortunately, gentlemen, the returns we obtain for the circular issued by the Chamber are not so complete and are not so accurately given as the Secretary could wish. He has great difficulty in compiling the circular, and it is difficult to feel sure that in all cases the statistics are as correct as they ought to be. It would add very considerably to the value of the report and I think also increase its sale if members of the Chamber would try to give information more accurately and more fully than has been obtained. On Reuter's telegraphic service about \$400 are deficient for the year. The importance of Reuter's telegrams is considerable, but unfortunately the way in which they are published renders the information accessible to a great many people just as readily as if they subscribed to the Chamber and obtained it in a legitimate way. The consequence is the subscriptions to Reuter's telegrams have fallen off and our receipts have suffered. The effect of all that is that our receipts

do not quite meet our expenditure, and though we have a deposit at our credit it will only require some five or six years at the present rate of expenditure for that to be absorbed. Gentlemen, I beg to move the adoption of the report and accounts. I have omitted to mention that the treaty between France and China in June, 1885, and the correspondence between the Government and this Chamber on the subject, had not been printed when our report was issued, but it will now be published. I have omitted also to mention one subject referred to in the report, and that is the proposed memorial to the late Sir HARRY PARKES. The Chamber has been addressed by gentlemen at home who have moved in the matter, and the Committee has addressed the Chamber of Commerce at Shanghai and also the Chamber of Commerce at Yokohama with a view if possible of concerted action, and I hope something worthy of this community and of the communities of Shanghai and Yokohama will be done towards showing their appreciation of so valuable a public servant as we lost by the death of Sir HARRY PARKES.

HON. P. RYRIE—Gentlemen, I beg to second the adoption of the report and accounts, and I do most cordially echo the sentiments of our Chairman with reference to the memorial to the late Sir HARRY PARKES. If ever a man in the history of our intercourse with China deserved a memorial it is the late lamented Minister, and I feel confident an appeal for this object to the commercial community of this Colony will be most liberally responded to. I have pleasure in seconding the motion.

Carried unanimously.

Mr. MAC EWEN—MR. CHAIRMAN, I would say with reference to the remarks you have made regarding the proposed telegraphic communication between Hongkong and Singapore that I am somewhat disappointed that you were not able to take a more encouraging view of this, to my mind, most important matter. I will read a few extracts from the letter received from the Secretary of state for the Colonies, dated 13th January. He says—

My predecessor in his despatch No. 115 of 1st May last stated that the Lords Commissioners of the Treasury were not prepared to recommend Parliament to grant any subsidy for the purpose, and while, after careful consideration, I fully recognise the advantage, in a great degree political and commercial as well as military, of a direct cable to Hongkong, and am willing that the proposal should be further considered, I am not satisfied that the Imperial interests involved would justify the large annual outlay from Imperial funds necessary to provide even the half of the subsidy, amounting to £20,000, which the Eastern Extension Telegraph Company would require for laying, and maintaining the proposed cable.

I am not aware whether more favourable terms can be secured from this or any other Telegraph Company, but before inviting the Departments of Her Majesty's Government to consider the scheme afresh, I desire to learn whether the Hongkong Government would be prepared to contribute a substantial portion, say one-fourth, or one-third of the required subsidy.

Well, sir, after reading that letter I put myself in communication with Mr. DURRAN, the Agent of the Eastern Extension Telegraph Company here, who has been most courteous in forwarding the various messages this Chamber has recently had to send, and he very kindly said he would communicate with his Board of Directors at home with a view to see whether some further reduction could not be obtained, and a few days later I received this letter from him, dated the 16th instant:—

Referring to our conversation of last week, I have since been in communication with my Board, and I have represented to them the wishes of the Colony, the advantage to traffic by having a direct cable, and the views of the Colonial Office as indicated in a letter recently published here. I have asked them to make the lowest estimate of subsidy required to be paid to the Company so that no actual loss should result. The Secretary informs me that the matter has been reconsidered, and I am now able to inform you that the Company are prepared to lay a direct cable between Singapore and Hongkong if a subsidy of fifteen thousand pounds per annum is guaranteed for twenty years. Please take an early opportunity of acquainting the Chamber of Commerce with the Board's offer.

Now, sir, within a very short time you see a reduction of 25 per cent is made upon the Company being applied to, and I must say I think if the Government of Hongkong would take the matter up in a vigorous manner, and consider it with the military and naval authorities here, and not allow the thing to slip by them in such an easy manner, within a very short space of time we should see this most desirable cable laid. With reference to what you have said about the inability of the Colony to provide a subsidy, it is supposed, I think, that only a very small amount would probably be required, say perhaps £1,000 or £1,500 per annum, and I have reason not only to believe certain members of the Finance Committee would not object to this, but I am also certain that the Government of the Straits would also consent to give a small contribution, I think this matter could be put through, and I therefore hope that my friend Mr. JACKSON, as representing this Chamber's interests in the Legislature, at the next meeting of the Council will agitate this matter again and see if something cannot be done. Now, sir, with reference to the remarks you have made on the subject of quarantine, I think it will be admitted on all sides that this Chamber has done its utmost in this respect, and I do not see myself that any further good will result from the Chamber continuing the correspondence. The correspondence speaks for itself, and I think it must be plain

to any impartial observer that the Government has a very feeble case, but I do most certainly think that the un-official members of the Council ought to continue to press the matter on the attention of the Government, more particularly with regard to the delay in the building of the lazaretto for the reception of patients on Stonecutters' Island. Upon publication of the letter of the Government dated the 4th instant, in reply to one from the Chamber dated the 25th January asking for information with reference to the building of this lazaretto, I asked the Chairman of this Chamber and Mr. JACKSON as to what state that building was in, and I was informed by them that they had every reason to believe that the building was almost completed.

The CHAIRMAN—I said it was commenced and was being proceeded with.

Mr. MAC EWEN—I understood from you it was near completion.

The CHAIRMAN—It is only about a month ago since the plans were passed.

Mr. MAC EWEN—I have no doubt whatever that the information I received from the Chairman and Mr. JACKSON was given on what they believed to be good authority. Well, I went over to Stonecutters' Island, and I found there were simply the bare foundations, laid in 1883, and not one stone or piece of wood had been put in towards its completion. About a fortnight ago, about the time this letter was written, a contractor was sent over, and I believe I am perfectly correct in saying that the plans were only submitted for final approval within the last few days. I informed the Chairman and Mr. JACKSON of this, and the Chairman very kindly put a question in Council yesterday; but I think that instead of asking the Surveyor General when the building would be completed, it would perhaps have been more to the point to have asked why it was not completed long ago, because it gave the Surveyor General an opportunity of giving what I consider a most feeble reply. He throws the whole of the responsibility of completing this most desirable building on a Chinese contractor. He says he feels the greatest confidence that this individual will complete the building by the 1st July, because if he does not he is liable to a fine of \$10 a day. Well now, I would like to know if that contract had been signed when it ought to have been, say a year ago, and the buildings had been gone on with leisurely, what the difference in cost would have been between it and the building which is to be put up rapidly within three months. I think this a matter that might be enquired into. I have no hesitation whatever

in saying that it is a disgrace that this state of affairs should exist and so much laxity prevail in the Government departments of this Colony. Our Governors, our officials, bankers, and merchants, when speaking in public, boast of our shipping and of this being the second or third most important port in the world, and yet the only provision made for sick and dying patients suffering from contagious disease is half a dozen wretched matshed shanties not fit to put a sick pig into.

Mr. FRANCIS—The Health Officer declines to put patients into them.

Mr. MAC EWEN—I was coming to that. As Mr. FRANCIS has said, the Health Officer declines to land passengers suffering from contagious disease into these matsheds, and that was the reason for the delay in the case of the *Bellona*, which was quarantined here for 17 days. I think the agents or owners of that steamer have a very fair claim for compensation against the Government. Well now, gentlemen, what is the remedy for that state of things? I do not expect myself that the building will be completed by the 1st July, so I would suggest the Government should charter a ship and fit her up as a hospital hulk. There are plenty of them lying idle in the summer months, and it would not cost very much. I believe myself that if there were sufficient accommodation for patients the difficulty about this quarantine question would be solved immediately, because I believe both the naval and military authorities would then give way. As it is now, a ship comes from Amoy or Swatow and may be quarantined for the whole of the summer and never get out. I appeal to the common sense of the un-official members, and ask them to really agitate this matter, and endeavour, if possible, to rid this Colony of what can only be regarded as a sentimental piece of legislation. Now, gentlemen, there is one other matter I would like to draw your attention to and my only excuse for doing so is that this is the only opportunity a member of the public has of drawing official attention to matters which are of municipal interest in this Colony, and that is sanitation and the Sanitary Board. Of late years a great amount of general dissatisfaction has been expressed with the Sanitary Board. Complaints are frequently made, and they receive I may say but little attention, in fact it is not, in some instances, until the vitiated atmosphere of polluted districts has entered the hearth and home of many a householder in this Colony and caused sad and irretrievable havoc that this precious Sanitary Board wakes up to a sense of its responsibilities and duties and effects the repairs absolutely necessary. This I am sure is no exaggerated picture. I am sure there are many householders who would bear me out. I know

what the excuse is, that they have no money and cannot do anything until Mr. CHADWICK'S scheme and the waterworks are completed, but I am advised by medical authority, most competent authority, in this Colony, that certain measures might be taken to mitigate this evil, and I certainly think it a matter the un-official members of the Council should inquire into. I think the constitution of the Board is radically wrong. The Surveyor General's department ought to be subservient to the Board, and therefore I cannot possibly see how the Surveyor General can retain a seat on that Board. Major DEMPSTER is also a member of the Board. He resides at Kowloon, and I feel perfectly certain that he would be very willing to resign. I think an experienced officer like Captain DEANE should be put in his place, and in addition I would strongly recommend that three entirely independent members of the community, not connected with the Council, whether as official or un-official members, should be appointed to assist the Government and the Board. And if the Government have called in the aid of the military and naval authorities in the matter of quarantine, why not call them in the equally important matter of sanitation? I believe if Major-General CAMERON could be prevailed upon to accept a seat on that Board and were appointed Chairman of it within six months we should see a very different state of affairs in this Colony.

Mr. FRANCIS—I would ask permission, sir, to say a few words to the Chamber in support of what has fallen from Mr. MAC EWEN with reference to the Sanitary Board. It seems to me that the only possible object with which the Surveyor General and the members of the Police Force can be constituted members of that Board is to conceal their own neglect. They are the executive officers upon whom the responsibility of carrying out sanitary measures falls, and the Sanitary Board ought to be placed in such a position and be so constituted that it could exercise an effective control over their action. It may be said that they are valuable members of the Board, because they are in possession of all the information, but they are available as witnesses who might be called before the Board to give information, to make statements, submit plans, and all that sort of thing. They would be equally valuable to the Board in that way. The Board might approve of the recommendations or not, but the Sanitary Board ought to be constituted, as Mr. MAC EWEN has put it, of two or three independent members of the community, whether medical or otherwise,—should be so constituted as to exercise an effective control over the executive officers responsible for carrying out measures of sanitation. With reference to

quarantine, I have made no special study of the subject, and the only thing I have to suggest is whether it is not advisable to take into consideration what might be the effect on British shipping and shipping generally frequenting this port when they went to Spanish or other ports if there were no quarantine here. If a short detention here will save ships from a much longer detention after they have left here it might be worth while to consider whether quarantine regulations as they now exist may not be beneficial. We have not to consider merely the local question; we have also to take into consideration the fact that there are other ideas prevailing with reference to quarantine in other places. There is one other matter which, on precisely the same grounds on which Mr. MAC EWEN put it, I would venture to call the attention of the Chamber to, and that is the question now pending before the Council of the vote of £60,000 towards the completion and extension of the present fortifications. As the Council is constituted, with this secret Finance Committee, which is thoroughly unconstitutional, nobody in the Colony knows at the present moment why the Finance Committee passed that vote. What the reasons submitted on behalf of the Government which induced them to do so were no one knows. Whether any member of Council had any reasons to urge in opposition or any suggestions to make no one knows. The public is perfectly in the dark on the matter, and considering the history of these fortifications I would venture to suggest to the Chamber, which is really the only representative body in Hongkong, that there should be some further consideration before the vote is carried. I do not know with what object our Chairman suggested the adjournment of the subject in the Council yesterday; it may have been with a view to some expression of opinion on the point; but I do think the matter ought to be more fully considered and discussed. The original fortifications were designed in 1878 by the Royal Engineers, approved by the Inspector of Fortifications, and presumably by the military authorities, yet these original fortifications would have been a great source of danger and would have required the whole of the garrison to protect them. New ones, designed in 1882, were substituted for them. There has been no great advance in military science since that time, no alteration in the system of defences, no alteration in the character of the ordnance proposed to be put into them. Yet it is confessed these latter fortifications are absolutely inadequate to the requirements of the place and to a sufficiently vigorous defence of the Colony. Well, the new fortifications have also been approved of, and we know quite enough of the way Government affairs are managed

to know that the next Officer commanding the Royal Engineers who comes out, or the next change in the Officer Commanding the Troops, will introduce a change in the consideration of these plans, probably a further change in the plans, and there is absolutely no finality in them. Now it may be right and proper—it is a question of calculation—it was right and proper that the Colony should contribute £35,000, but when the Colony is called upon to contribute another £60,000 the question arises whether the interests at stake as compared with the Imperial interests are worth it. But if this amount is to be contributed surely some conditions should be imposed which would enable the people out of whose pockets the money is to come to know whether it has been properly and judiciously spent, or, like that already spent, absolutely wasted. The money already spent on these fortifications, which have to be enlarged and altered, is just as much thrown away as if it had been thrown into the sea. We may therefore fairly ask the un-official members of Council why they should not insist upon some precautions, some conditions, which would enable them to exercise a check on this expenditure and prevent the money being wasted as in the past. The plans should be submitted to some competent engineer selected by the Colony. They are submitted to the authorities at home, but we know what they are. Their only object is to save money and get a reputation for economy; they don't trouble their heads whether the fortifications are effective or not. Some person on behalf of the Colony should be allowed to investigate and report upon them. And then there should be some security that while these fortifications and works are being constructed there should not be a change in the staff by whom they are carried out, that at least the Officer commanding the Royal Engineers, or at least the principal officer to whom the construction is entrusted, should not be changed every two or three years, but that some one man should be thoroughly instructed as to what is required and left to carry out the plans. In connection with that I would also ask permission to call the attention of the Chamber to the question of the Finance Committee. Up to 1872 no such body existed. It was some suggestion of Sir ARTHUR KENNEDY's which caused the institution of this secret Finance Committee. Mr. O'MALLEY has told me more than once that he has stated it as his decided opinion that it is thoroughly unconstitutional; it is opposed to the instructions and to the charter of the Colony, and he himself absolutely refused to be present at or take part in its discussions, except on one occasion when he felt he was in loyalty bound to attend. The result of that Finance

Committee is that the community is entirely deprived of all knowledge of the grounds on which their money is spent, and the officials of the Colony are enabled to cover over all their deficiencies, delinquencies, and mistakes under the shadow of the secrecy attending the proceedings of that Committee. The whole of the financial business of the Colony is conducted in secret and the public is deprived of any means of knowing what is being done. I do think one of the very first steps that ought to be taken by this Chamber and the community to make their representatives in the Legislative Council powerful for good would be to get the secret Committee abolished and return to the old plan by which all questions of money, great or small, were discussed in the Council and every person had an opportunity of forming his own opinion whether the expenditure was wanted.

HON. P. RYRIE—With reference to the remarks of Mr. FRANCIS, as a Member of Council I may say I certainly agree with him generally about the Finance Committee. When that Committee was formed it was not intended, as far as I recollect, to perform the functions it now does. It arose out of a protest of my own addressed to the Government at home. The then Acting Colonial Secretary violently opposed the idea that the un-official members should meet privately and discuss the Estimates and on that ground it was suggested a Finance Committee should be established, but it was never intended that Finance Committee should sit with closed doors. The remedy I would suggest is that the reporters of the Press should be present at its meetings. That the Committee is a good institution I maintain, as it gives to the members a full opportunity of discussing votes for money when the heads of departments for which the money is to be voted can be present. I think it would be a mistake to abolish the Finance Committee.

MR. FRANCIS—That is the only thing I ask for—publicity—not the abolition of the Finance Committee as such.

MR. MACEWEN—Have the un-official members expressed the opinion you mention?

HON. P. RYRIE—I have proposed it more than once.

THE CHAIRMAN—Gentlemen, as a member of the Legislative Council and as a member of the Finance Committee I think I should make a remark or two in connection with this interesting discussion and the valuable remarks which have been made. I certainly think that the Finance Committee does

more in its present form thoroughly and minutely to understand the bearings of matters connected with the expenditure of the Colony that come before it than if it met more or less as a public body with reporters present, and when every remark and every question, however trivial, but still important as eliciting information, would be taken down and reported. I think, however, it is important that the proceedings of the Finance Committee, which is termed a secret Committee—I think wrongly—when its report is brought before the Legislative Council, should not be received in silence and simply voted. Of course this is not necessary for members who have sat in private to discuss a question and have more or less settled it, but the community would obtain more information if a practice were introduced to have the matter more fully discussed than is the custom at present. As regards the working, of the Finance Committee as it is at present, however, I am sure the community is well served, that nothing is allowed to escape that body, and that no expenditure that can possibly be saved to the Colony is allowed to be passed.

Hon. T. JACKSON—Mr. CHAIRMAN, with reference to what my friend the learned Queen's Counsel has said with regard to the fortifications, I hardly think his remarks ought to be allowed to pass without some comment. I do not think the Chamber of Commerce, as a public body, has any right to ask for anything impossible to get, and I can imagine no more ridiculous request on behalf of this Chamber or of the un-official members of Council than that we should get a man to supervise the work of the officer commanding the Royal Engineers. I consider it is an insult. Even making considerable allowances for short-comings, it is a very direct and grave insult. It ought to be borne in mind that the conditions of things have been shifting, not merely from year to year but from month to month, and the plans considered suitable in January have to be changed in March. I remember myself that when the fortifications were being pushed on rapidly telegrams were received which showed that in consequence of a very great and radical change in quick firing guns a battery which before that change had been deemed sufficient would by that change in modern quick firing guns be rendered not nearly so formidable. Changes of that kind have forced themselves on the military authorities, and I think they were justified not only in changing the plans but also in taking a reasonable time to consider them. With reference to the Finance Committee, I must say I agree with the remarks that fell from the Chairman, and that it would be impossible to give the same careful consideration to questions in Council

that we give to them in Finance Committee. Our tongues are loosened there. We can ask what questions we like, and though perhaps we have not very good grounds to go on we can throw out feelers and elicit information which it would be impossible to do if we were discussing these things in Council and reporters were present. I think when the decision of the Finance Committee on important matters such as this vote of £60,000 for fortifications has been mentioned in open Council it would be advisable that some member should make a short statement of the reasons that actuated it in coming to that decision. I think that would entirely meet the case. I think with the Chairman it is perhaps not giving the matter the importance it deserves to pass it by without remark, but with the Finance Committee as now constituted, and the addition I suggest of alluding briefly to the reasons which actuate it in coming to its decisions, the machinery of Government as it is at present works well. With regard to quarantine I must say I was much disappointed to hear from Mr. MAC EWEN that he had been over to Stonecutters' Island and had found that nothing had been done towards the lazaretto which is so urgently required and for which a vote was passed some time ago. I can imagine nothing more fearful than three or four hundred cholera patients lying in ships and a typhoon coming on and no place where they could be taken in on shore. And the matsheds that are there, though perhaps admirably adapted for fine weather, would perhaps not meet the case. I was much surprised to hear the Health Officer would not place patients into those matsheds. I quite agree with him it was right not to do so, but I was surprised that he, holding those opinions, had not made the proper authorities acquainted with the fact that he was taking up such a strong position on the point, and I feel sure that if he had something would have been done sooner.

Mr. MAC EWEN—His opinion was never asked.

Hon. T. JACKSON—As an officer of the Government he ought to have given it, whether asked or not.

Mr. FRANCIS—He absolutely refuses to place patients in the sheds.

Hon. T. JACKSON—I would also remark, Mr. CHAIRMAN, that I think the members of this Chamber would do a great deal of public good if they would from time to time avail themselves of their privilege to make suggestions. I think, with one or two exceptions, they do not help the Chamber in the least. They come here once or twice a year, and wish this discussed

and that discussed, and though some remarks made to-day are a little wild I cannot help thinking that on the whole they will do good. With regard to a telegraphic cable between here and Singapore I am sure you would all like to see a cable laid for many reasons. We would have quicker communication with Singapore. When the matter came up there was a universal desire something should be done, but in the present state of the finances of the Colony it requires a brave man indeed to recommend any addition to the expenditure. At the same time if for £1,200 or £1,500 a year we could secure a direct cable to Singapore I would be inclined to vote it.

Hon. P. RYRIE—As to proper accommodation for quarantine patients I may say we lived in matsheds on Shameen for years. I am sorry to disagree with my friend as to the danger to matsheds from typhoons. Once when I went to Canton, I passed through a typhoon, and when we got to Canton, I went to live in a matshed which had withstood the typhoon; although Canton had suffered, and about twenty thousand persons were drowned on the river. Matsheds can be made to withstand typhoons.

Mr. SHARP—I think a temporary shed might be made as strong as a brick house, the way Chinese have of tying timber together with bamboo lashing. If the timber is of sufficient body the shed might be made as strong as any ship. Then with regard to contagious diseases the advantage of a matshed is manifest: the matting can be burned, while the spars can be passed through a fire and they are then fit to be used again. The advantage of such a structure is that it can be destroyed without much loss of money. Then the wet season is approaching and a building which is put up in May and June will certainly not be fit for occupation by the 1st July. Therefore there can be no reason why a moderate amount should not be immediately expended on temporary structures which can be put up in a month. I shall never forget the suffering I witnessed in the harbour of Sydney. A Hongkong steamer was quarantined there for I think between two and three months, and the misery which there ensued from the confinement of sick patients was fearful. There is nothing so valuable as plenty of space and air and opportunities of locomotion, which cannot be obtained on board ship. I therefore think with Mr. RYRIE that a temporary structure would be preferable to a hospital ship. We are coming fast to the belief that hospitals all ought to be temporary. St. Thomas's Hospitals may be very fine, but the way to cure patients is by cottage hospitals—matsheds of a strong character to resist a blow.

The CHAIRMAN—I should mention in connection with this question of a lazaretto on Stonecutters' Island that I was invited by the Government to inspect the plans and to be present as a member of the Board when the plans were under consideration and when they were adopted. I know that the delay which has taken place has been mainly due to the consideration of the best form of lazaretto. I do not know when the subject was first brought up, probably more than twelve months ago, but I have it on the best authority the delay was solely in consequence of a difference of opinion as to whether structures of a temporary character such as described by Mr. SHARP or a more permanent building should be erected. The decision arrived at was that a building of a permanent character should be constructed as early as possible, and that a site fully prepared on which matsheds could quickly be erected should also be provided, and I have no doubt myself there will be suitable matsheds upon a properly prepared site in the event of any emergency. The old matsheds that are there I cannot suppose are intended for use again. After the description I have heard of them and the decision of the Health Officer I do not for a moment suppose the Executive contemplate putting patients into them. I have no doubt the Executive will take care there is ample accommodation and in good time.

Hon. P. RYRIE—A matshed is only intended to last for a year.

Mr. SHARP—At Bombay when I was there Sir BARTLE FREERE was the only one living in a brick house on Malabar Hill; all the others lived in matsheds.

Hon. P. RYRIE—They are proper matsheds. You should get them from Canton.

NEW MEMBERS.

The CHAIRMAN—Since our last meeting the Union Insurance Society of Canton, the Scottish Oriental Steam Navigation Company, and Mr. LOUIS MENDEL have been elected members of the Chamber, but their election requires confirmation. I propose that it be confirmed.

Hon. P. RYRIE seconded.

Carried unanimously.

ELECTION OF CHAIRMAN AND COMMITTEE.

The CHAIRMAN—The next business is to elect the Committee and appoint a Chairman and Vice-Chairman. It will save trouble if I mention that my name had better not be put on the list, and Mr. JACKSON wishes the same, as we shall both be out of the Colony before long. I may state that when Mr. FORBES left the Colony Mr. HUNTINGTON was appointed in his place on the Committee, and in the same way when Mr. MACKINTOSH left Mr. SCOTT was appointed in his place.

A ballot was then taken for the Committee, and the result of the voting was announced as follows:—Mr. MAC EWEN, 22; Mr. HOPPIUS, 21; Hon. P. RYRIE, 20; Mr. SCOTT, 20; Mr. HUNTINGTON, 20; Mr. DALRYMPLE, 12; Mr. POESNECKER, 11; Mr. DARBY, 11; Mr. GROTE 10.

The CHAIRMAN—These are the nine names with the highest number of votes, and these gentlemen will form the Committee for the present year.

Mr. FRANCIS—I beg to propose Mr. RYRIE as Chairman and Mr. MAC EWEN as Vice-Chairman for the year.

Hon. T. JACKSON—I have much pleasure in seconding that.

Carried unanimously.

Hon. P. RYRIE—Gentlemen, I thank you for the honour you have done me, but I would rather have seen my friend Mr. MAC EWEN in the chair, but as he is not a member of the Council—though I hope to see him so some day—perhaps it would be better for communication with the Government that I should take it.

Mr. MAC EWEN—With reference to what our new Chairman has said, I shall be happy to act as his Vice; in fact I would have refused to accept the other position. After Mr. RYRIE'S many years' experience you cannot have a better Chairman than he.

A vote of thanks to the Chairman, accorded on the motion of Mr. MAC EWEN, closed the proceedings.

Report of the Committee of the HONGKONG GENERAL CHAMBER OF COMMERCE, for the Year ending 31st December, 1885, presented to the Members at the General Meeting held on Thursday, the 18th March, 1886.

Telegraph Convention, Berlin 1885.

A Communication was received by the Committee in the early part of the year, from the Chairman of the Bombay Chamber of Commerce, stating that it was apprehended that an attempt would be made at the forthcoming Convention—subsequently held at Berlin in August last—to change the conditions upon which Code Telegrams were accepted under existing rules, and forwarding copy of a letter addressed by the Bombay Chamber to the Government of India, protesting against any alteration in the regulations.

The Bombay Chamber was informed that your Committee entirely concurred in the views expressed in their letter, copy of which was forwarded by your Committee to His Excellency Governor Sir G. F. BOWEN with a covering letter supporting the objections raised to the adoption of any new rules.

Your Committee's representations were communicated to the Postmaster General in London, who replied that there was no intention, as far as his Department was concerned, to materially change the conditions under which Code Telegrams are accepted. (Appendix A).

The late Sir Harry Parkes.

In accordance with the resolution which was unanimously passed by the Members at the Annual General Meeting held on 27th March ultimo, a letter expressing the regret felt by the Members of the Chamber at the death of Sir HARRY PARKES, late Her Majesty's Envoy Extraordinary and Minister Plenipotentiary at Peking, and their sense of the loss Her Majesty's Government and the Country had sustained thereby, was addressed to Her Majesty's Secretary of State for Foreign Affairs. (Appendix B).

**Chinese Passenger Act, 1855, and Additional
burdens on British Shipping.**

It will be remembered that considerable correspondence took place on this subject last year.

Since presenting their last Report, your Committee have pleasure in stating that a letter from the Colonial Secretary was received on the 27th March, in which it is stated that the Secretary of State for the Colonies approved of the licence fee of \$5 being retained, and that he considers that under Ordinance 5 of 1876, a further licence is not required, when a ship provided with a licence at the original port of departure calls on her voyage at a second port to take in passengers. (Appendix C).

**Proposed direct Telegraphic Communication
between Hongkong and Singapore.**

The desirability of having a direct cable under English control connecting this Colony and Singapore, was very forcibly urged during the discussion which took place at the last Annual General Meeting of the Chamber, and a strong resolution in favour of the scheme was subsequently passed in the Legislative Council of Hongkong.

By the courtesy of the local Superintendent of the Eastern Extension Australasia and China Telegraph Company, copies of the resolution were forwarded, free of cost to the Chamber, to the Singapore and London Chambers of Commerce, the latter being also requested to urge the Imperial Government to support the scheme of a direct cable, by a subsidy.

The project was warmly supported by the London Chamber, who at once addressed a letter to Earl GRANVILLE Her Majesty's Secretary of State for Foreign Affairs, representing the importance of securing direct telegraphic communication under British control between the two Colonies, and recommending the matter to His Lordship's consideration.

The matter, your Committee understand, formed the subject of discussion in Imperial Parliament, but Her Majesty's Government were not prepared to grant any subsidy, and, so far, nothing has been done towards carrying the scheme out. Copy of the Telegrams and Correspondence will be found in Appendix D.

Quarantine Regulations.

The Quarantine Regulations of this Colony have again occupied much of the attention of your Committee during the past year.

In April last, copy of a Despatch from the Secretary of State for the Colonies respecting Quarantine was forwarded by His Excellency Governor Sir G. F. BOWEN to the Committee, for the opinion of the Chamber on the subject.

Your Committee, in reply, recommended the adoption of certain regulations, which they considered would meet all requirements compatible with the due protection of the Colony from incursion of disease, the regulations suggested being of a similar nature to those prevailing in the United Kingdom.

Upon the publication, however, in the *Government Gazette* of the 27th June, of new Regulations, imposing restrictions similar to those enforced in the previous year, your Committee addressed a strong remonstrance to the Colonial Government, pointing out how serious an injury was caused to mercantile interests by the continuance of these restrictions—the burden of them falling entirely upon foreign as distinguished from native shipping—the inutility and danger of the practice of Quarantine, and requesting the reconsideration of the matter by the Colonial Government. The imperative necessity of providing a permanent Lazaretto for the reception of Patients infected with Cholera in this Colony, which was forcibly insisted upon by the Chamber in the previous year, has again been repeatedly urged, and it is understood the necessary accommodation is now being provided. As, after considerable correspondence, the Executive declined to reconsider its decision in the matter, your Committee deemed it necessary to appeal to the Secretary of State for the Colonies for his decision.

Copy of the correspondence was also forwarded to the London Chamber of Commerce, with a request for its support.

The Committee regret, however, that, notwithstanding their strong representations, and the fact that the theory and practice of Quarantine is almost universally condemned by the highest medical authorities, the Secretary of State has decided not to overrule the decision of the Colonial Executive.

Copy of the correspondence will be found in Appendix E.

Chinese Emigration Laws of Hongkong and Singapore.

Considerable correspondence has taken place during the year respecting the conflicting nature of the Chinese Emigration Laws of Hongkong and Singapore.

The Legislature of Singapore, which had hitherto recognised the law of this Colony, ceased to do so; and several steamers, while carrying no more passengers than they were entitled to do under the regulations of this Colony framed under the Authority of the Imperial Act 18 and 19 Vict. C. 104 were, upon their arrival at Singapore, subjected to penalties for carrying passengers in excess of the number allowed by the regulations of that Colony.

Upon this anomaly in the state of the law being made apparent, your Committee appealed to the local Government for its assistance towards obtaining the assimilation of the law of the two Colonies, with the result that an order in Council of the Government of Singapore was subsequently published, assimilating the Emigration Laws of that Colony with those of Hongkong.

A clause, however, was embodied in that Order in Council recognising the German regulations, which allowed many more passengers to be carried by steamers of that nationality than are allowed to be carried in British vessels of the same measurement, according to British law.

Upon the proclamation of these New Regulations, which placed British shipping at such great disadvantage, your Committee immediately addressed Her Majesty's Secretary of State for the Colonies, pointing out the injustice done to British interests, and requesting a cancellation or suspension of the Order in Council.

Copy of their letter was also forwarded to Her Majesty's Chargé d'Affaires at Peking, and to the Singapore, Amoy, Foochow, and London Chambers of Commerce.

The Order has been cancelled and a new Order in Council substituted, to have effect from the 15th February, 1886. (Appendix *F*).

Obstructions to Navigation at the Treaty Ports.

As the entrance to the harbour of Tamsui remained blocked for some time after the conclusion of the Treaty of Peace between France and China,

a telegram was despatched by the Committee to Her Britannic Majesty's Chargé d'Affaires at Peking on 23rd June pressing for the immediate opening of the Port.

Mr. O'CONNOR, Her Majesty's Chargé d'Affaires, who had already been in communication with the Imperial Chinese Authorities at Peking, respecting the obstructions at the Treaty Ports, again called their attention to the necessity for their removal, and telegraphic orders for the prompt removal of all obstructions at the Treaty Ports were issued by the authorities.

In August last it was brought to the notice of the Committee that nothing had been done to remove the obstructions which had been placed in the Canton River at Whampoa during the Franco-Chinese embroglio, and that steamers were thereby prevented from proceeding further up the river, to Shameen. This was a source of considerable loss to steamers through delay, and of risk and expense in the transportation of cargo between Whampoa and Canton.

Her Britannic Majesty's Chargé d'Affaires was again requested by the Committee to urge upon the Chinese Authorities greater expedition in their removal.

Mr. O'CONNOR brought the matter to the notice of the Prince and Ministers of the Tsungli Yamên, who addressed a further communication to the Governor-General at Canton, calling upon him to consider the arrangements for removing the obstructions. No practical steps, however, have yet been taken to remove them; the condition of the river remains much the same as before, and further representations have been made. (Appendix *G*)

Proposed Congress of Chambers of Commerce of the Empire—1886.

This Chamber has been invited to participate in a Congress of the whole of the Chambers of Commerce of the British Empire to be held in London in 1886, in conjunction with the Indian and Colonial Exhibition.

The Chamber was also invited by the London Chamber of Commerce, to nominate a representative, who, when in London, should be at liberty to attend the monthly meetings of the Council of the London Chamber of Commerce, as the specially accredited representative of this Chamber.

Both these invitations have been accepted by your Committee, and the Honourable W. KESWICK, your Chairman, was unanimously elected to represent this Chamber both at the forthcoming Congress, and at the Council Meetings of the London Chamber.

The object and scope of the deliberations of the Congress, which it is proposed should meet in July 1886, will be gathered from the correspondence.

A considerable number of Chambers of Commerce have signified their intention to take part in the Congress, among which are: The Boards of Trade of Montreal and Toronto; the Chamber of Manufactures of Adelaide; the Chambers of Commerce of Sydney, Wellington, Dunedin, Napier, Bombay, Madras, Ceylon, Port Elizabeth, Rangoon, Singapore, Barbadoes, and the British Chamber of Commerce at Paris. (Appendix H).

Permits for landing Cargo at night in Hongkong.

In July last an Advertisement and Circular letter were issued by the Captain Superintendent of Police in this Colony, in which it was stated that it was proposed to discontinue the issue of general permits for landing cargo at night, and that special application for permission to do so should in future be made, with regard to particular steamers, to the Inspector on Duty at the Central Police Station.

The Committee, being of opinion that such a restriction constituted an interference with the freedom of the Port, and would be productive of serious inconvenience to Shipping, addressed the local Government on the subject, and were informed, in reply, that no permits for landing or shipping cargo would thereafter be required. (Appendix I).

Permit Fees at the Treaty Ports.

In July last a serious change was introduced by the Imperial Chinese Customs Authorities in the system of collecting fees for Permits for the discharging of vessels at night, at the Port of Canton.

Under the new system, Permits, which under the old rules could be obtained at any time when required, were to be obtained only at certain hours, and the fees payable in respect of them were payable in advance, such fees being retained by the Customs Authorities whether the Permit was made use of by the steamship owner, or not.

Upon enquiry it was found that a change in the old system was being inaugurated at other Treaty Ports, and the Committee thereupon entered into correspondence with the Chambers of Commerce of Shanghai, Foochow and Amoy, with a view to securing a united protest upon the part of all Chambers interested to Her Britannic Majesty's Chargé d'Affaires at Peking.

A letter was subsequently addressed to Her Britannic Majesty's Chargé d'Affaires by the Committee, copy of which was forwarded to the Chambers of Commerce of Shanghai, Foochow and Amoy, calling his attention to the innovation and begging for a reconsideration of the matter by the Chinese Authorities. A return to the former regulations has resulted. (Appendix J).

Extension of Intercourse with South China.

In the last Report you were told that your Committee had addressed a letter to Her Britannic Majesty's late Minister at Peking, with respect to the opening up to trade of the South-western provinces of China.

The importance of this subject has also been represented to the Secretary of State for the Colonies by His Excellency Governor Sir G. F. BOWEN, and the matter is now receiving the careful attention of the Imperial Government.

The Committee, understanding that a British Commission is likely to be appointed for the purpose of visiting and reporting upon the prospects of trade in the South-west Provinces of China have suggested that this Chamber should be permitted to send a delegate to represent on the Commission the mercantile interests of this Colony, and have been informed that the wishes of the Chamber will be communicated to the Secretary of State for the Colonies, and Her Britannic Majesty's Chargé d'Affaires at Peking. (Appendix K).

The case of the S.S. "Galveston" and the Port of Honcohe.

In September last, the British Steam-ship *Galveston* which was loading a cargo of salt at Honcohe in Tonquin, was ordered to leave that port by the Commander of the French gun-boat *Lionne* on the ground that Honcohe is not an open port.

Your Committee was informed that Governor Sir G. F. BOWEN intended to lay the matter before the Imperial Government, and desired to know if the Chamber wished to make any representations on the subject.

Assuming that the French Government is exercising sovereign rights over the territory of Tonquin, the Committee failed to recognise any grounds upon which a protest against the action of the French Commander could, with justice, be made.

The circumstances of the case will be found fully detailed in the copy of correspondence. (Appendix L).

Proposed new regulations for Tug-boats plying between Hongkong and Canton.

In July last, a steam-launch was despatched by Messrs. BUTTERFIELD & SWIRE to Canton to tow the *Hankow* down to Hongkong. As the launch was not provided with special certificates, tonnage dues were levied upon her by the Customs.

Objection to this being taken by Messrs. BUTTERFIELD & SWIRE, the matter was, at their request, referred by Her Britannic Majesty's Consul at Canton to Her Britannic Majesty's Chargé d'Affaires at Peking, and a similar reference was made by Mr. HIPPLESLEY, the Commissioner of Customs at Canton, to the Inspector-General of Customs.

Mr. HIPPLESLEY, in his representations, referred to the increasing frequency with which steam-launches have of late years been plying for towing purposes between Hongkong and Canton, and submitted to the Imperial Chinese Authorities at Canton a set of rules in three articles, which he proposed should be passed for the purpose of specially dealing with such steam-launches. The proposed rules were submitted by the Tsungli Yamén to the Inspector-General of Customs for his report, and met with his approval.

The rules were forwarded by Her Majesty's Chargé d'Affaires at Peking to Governor Sir G. F. BOWEN, intimating that he saw serious objections to their acceptance, and recommending the matter to the attention of the Hongkong Government. The Opinion of the Chamber was asked by the Governor with respect to the adoption of the proposed rules, and your Committee, concurring in the views of Her Britannic Majesty's Chargé d'Affaires,

opposed their acceptance, and recommended a strict adherence to the Treaty Provisions regulating the course to be taken with respect to Foreign Merchant vessels. (Appendix M).

Explorations of Messrs. Hallett and Colquhoun in Indo-Chinese States.

As members will be aware, extensive explorations and surveys are reported to have been recently made by Messrs. HOLT S. HALLETT and A. R. COLQUHOUN in the Indo-Chinese States, with a view to promoting Railway Extension to S. W. China.

The project of a Burmah—Siam—China Railway has been, of late, prominently brought before the public notice in England and elsewhere; and, if carried out, can hardly fail to produce results of great commercial importance.

The scheme has received the approval of the principal Chambers of Commerce at home, and your Committee, at the request of Mr. COLQUHOUN, accorded this Chamber's support, forwarding a resolution in favour of the project to the Secretary of State for the Colonies. (Appendix N).

Treaty between France and China, June 1885.

A copy of the Treaty entered into between the Government of France and China in June last, was forwarded confidentially by the Officer Administering the Government to the Committee, for their opinion thereupon from a Commercial point of view.

The request was complied with; and, as the Committee have received intimation that there is now no objection on the part of the Government to the publication of the correspondence, copy thereof will be found in Appendix O.

Miscellaneous.

Request has been made to this Chamber to publish particulars of Tea shipments from this Port, Canton, and Macao, to the Australian Colonies.

Difficulties have presented themselves, and it has not been found practicable, hitherto, to obtain the desired statistics.

Information was received by the Committee in November last that Steam-Engines, Machinery, &c., will be admitted into Haiphong and Hanoi free of Customs dues up to 1st July, 1886. (Supplementary Appendices A & B).

Finance.

The accounts of the Chamber show a credit balance of \$706.42 to be carried to the new account. It was found necessary to withdraw the sum of \$1,575 from the fixed deposits of the Chamber to meet current expenses, thus reducing the amount of fixed deposits to \$3,500. Upon the refund of the amount of £300 granted by this Chamber to Mr. A. R. COLQUHOUN in respect of His Exploration Fund, the sum withdrawn will be again placed on fixed deposit.

Receipts from Subscriptions to the Chamber from all sources show a slight increase over last year, but have not sufficed to meet the ordinary expenditure^a for the year.

The Subscriptions to Reuters Political Telegrams have not covered the cost, and there has been a further falling off in the number of Subscribers.

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

Dr.						
1885.	To Balance brought forward,	\$3,269.44		1885.	By Subscriptions of Members for 1885,.....	\$1,725.00
	" Rent, 12 months, at \$50 per month,.....	600.00		Jan.	" Sales of Circulars from 1st October,)	
	" Secretary's Salary, (1 year, 1885),	1,500.00		5	" 1884, to 30th September, 1885, in-)	1,522.64
Jan.	" Clerk's Salary, (1 year, 1885),	340.00		Dec.	cluding Postages,.....	
to	" Servants' Wages, (1 year, 1885),	96.00			" Subscriptions to Political Telegrams,)	3,184.32
Dec.	" Auditors' Fee for 1884,	40.00			" 1885,	
	" Printing Circulars, &c., from 1st July to)	518.51			" Sales of Circulars and Subscriptions to)	289.08
	" 31st December, 1884,				Political Telegrams for 1884,.....	
	" Do. do., from 1st January)	545.81				\$6,721.04
	" to 30th June, 1885,				" Hongkong and Shanghai Bank. Fixed)	
		\$6,909.76			Deposits \$3,863.12 with interest)	4,075.16
	" Reuter's Political Telegrams,	3,500.00			\$212.04,	
	" Printing and Circulating same,	120.00			" Dividends on Chamber's claim on)	859.39
		3,720.00			Oriental Bank Corporation,	
	" Newspaper Subscriptions,	116.23			" Interest on Current Account with)	2.03
	" Advertising,	9.75			Hongkong and Shanghai Bank,	
	" Telegrams,	37.80				\$4,936.58
	" Postage and Receipt Stamps, Stationery)	128.33				
	" and Petties,					
		292.11				
		\$ 10,921.87				
	" Interest on Overdraft,	29.33				
	" Balance to New Account,.....	706.42				
		\$ 11,657.62				

By Balance brought down, \$ 706.42
 ,, Fixed Deposit with Hongkong & Shanghai Bank at 5%_o, \$3,500.00

DEPENDENCIES AT DEBIT:—
 Due to Noronha & Co., \$ 386.41

DEPENDENCIES AT CREDIT:—
 Balance due from Oriental Bank Corporation,.....\$516.39
 For Circulars and Subscriptions to Political Telegrams) 46.52
 from 1st January to 31st December, 1885,.....)
 Subscription for 1884 and 1885, 30.00
 Circulars for quarter ending 31st December, 1885, 355.62
 \$948.53

Examined and found correct,
 H. L. DALRYMPLE, }
 J. MELVILLE MATSON, } *Auditors.*

E. & O. E.
 Hongkong, 31st December, 1885.

H. M. BAILY,
Secretary.

APPENDIX.

A.

CHAMBER OF COMMERCE,

BOMBAY, 3rd December, 1884.

SIR,—I beg to enclose copy of a letter addressed by the Committee of this Chamber to the Government of India on the subject of the approaching Telegraph Convention.

The Committee will esteem it a favour if you will add the weight of your Chamber's influence to the suggestions therein made with a view to insuring that the interests of the Eastern Mercantile public are not left unprotected,—I remain, &c.,

F. FORBES ADAM, *Chairman.*

The Secretary, CHAMBER OF COMMERCE, HONGKONG.

CHAMBER OF COMMERCE,

BOMBAY, 29th November, 1884.

SIR,—I am desired by the Committee of the Chamber of Commerce to draw to your notice the importance to the commercial public of India of the Telegraph Convention which is to be held at Berlin in the early part of next year.

The fact that nearly the whole of the immense international trade of India is carried on by telegraph in cypher codes that have been prepared to meet the requirements of the rules passed at the last Convention, is itself of sufficient magnitude to justify the demand that no proposals to alter these rules should be allowed to enter into the deliberations of the Convention. The regulations at present in force, when first promulgated, were considered extremely arbitrary, and caused much inconvenience and loss. But the mercantile community has gradually adapted itself to their provisions and they are working satisfactorily. Were they now to be re-arranged, or in any way interfered with, the interruption to, and dislocation of trade, and the loss to the commercial public, would be indescribably serious.

I am, therefore, directed by the Committee of the Chamber of Commerce respectfully to urge that Government should take vigorous steps to protect mercantile interests and instruct their representatives at the Con-

vention to watch that no attempts to change the conditions upon which code telegrams are accepted under existing rules, are permitted to pass without strenuous opposition.—I have, &c.,

F. FORBES ADAM, *Chairman.*

*The Secretary to the Government of India,
Public Works Department, CALCUTTA.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 24th January, 1885.

SIR,—I have the honour to address you by desire of the Committee of this Chamber, on the subject of the Telegraph Convention about to be held during the early part of this year at Berlin—an event of considerable importance to the mercantile community of this Colony, in common with others interested in commerce in the East.

The notice of this Chamber has been drawn to the subject by the Bombay Chamber of Commerce, and I have the honour to transmit for the information of H. E. the Governor, copy of a letter addressed by that Chamber to the Government of India, pointing out the urgent necessity for careful watch by its representatives over the interests of the Eastern mercantile community at the forthcoming Convention.

I am desired to state that the Committee fully endorse the suggestions embodied in the letter of the Bombay Chamber of Commerce, and respectfully solicit the good offices of H. E. the Governor towards impressing upon representatives of this Government at the Convention, that no efforts should be spared in opposing to the utmost any proposals that may be brought forward at the forthcoming Convention, to alter the rules and conditions now in force, any departure from which would prove a very serious inconvenience and cause a heavy loss to all mercantile interests.—I have, &c.,

W. KESWICK, *Chairman.*

The Honourable W. H. MARSH, C.M.G.,
Colonial Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 26th January, 1885.

DEAR SIR,—I have the honour to acknowledge receipt of your letter of the 3rd ultimo covering copy of a letter addressed by the Committee of the Bombay Chamber of Commerce to the Government of India, on the subject of approaching Telegraph Convention.

I am desired to assure you of the entire concurrence of the Committee of this Chamber in the suggestions contained in the letter addressed by your Committee to the Secretary to the Government of India; and I have the pleasure to transmit herewith copy of a letter addressed by the Committee to the Government here on the subject.—I am &c.,

H. M. BAILY, *Acting Secretary.*

F. FORBES ADAM, Esq.,
Chairman, BOMBAY CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 27th January, 1885.

No. 95.

SIR,—With reference to your letter of the 24th instant, I am directed by the Governor to enquire whether it is intended that His Excellency should transmit your letter and its enclosure to the Secretary of State and ask His Lordship to recommend them to the attention of the British Representative at the proposed Telegraph Convention at Berlin.—I have, &c.,

W. H. MARSH, *Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 30th January, 1885.

SIR,—In reply to your letter of the 27th instant enquiring whether it is intended that H. E. the Governor should transmit this Chamber's letter of the 24th instant and its enclosure to the Secretary of State, and ask His Lordship to recommend them to the attention of the British Representative at the proposed Telegraph Convention at Berlin, I have the honour to state, for the information of His Excellency, that it is the desire of the Committee that this should be done.—I have, &c.,

W. KESWICK, *Chairman.*

The Honourable W. H. MARSH, C.M.G.,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 2nd February, 1885.

No. 114.

SIR,—I am directed by His Excellency the Governor to inform you that the Secretary of State has been addressed on the subject of the proposed Telegraph Convention at Berlin, as requested in your letters of the 27th and 30th ultimo.—I have, &c.,

W. H. MARSH, *Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th May, 1885.

No. 496.

SIR,—In continuation of my letter of the 2nd February ultimo, I am directed to inform you that His Excellency the Governor forwarded for the favourable consideration of the Secretary of State copies of the letters from the Chamber of Commerce dated the 24th and 30th January ultimo, on the subject of the International Telegraph Convention at Berlin.

In reply, the Secretary of State has transmitted a letter from the General Post Office, (March 25th, 1885,) of which I am to send you a copy for the information of the Chamber.—I have, &c.,

J. H. STEWART LOCKART, *pro Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

The Post Office to the Colonial Office.

(Copy.)

GENERAL POST OFFICE,
LONDON, 25th March, 1885.

SIR,—I am directed by the Postmaster General to acknowledge the receipt of your letter of the 23rd instant, enclosing a copy of a despatch from the Governor of Hongkong, in which he forwards a memorial from the Chamber of that Colony on the subject of the International Telegraph Conference to be held in Berlin in August next.

In reply I am to acquaint you, for the information of the Secretary of State for the Colonies, that the subject of the memorial shall receive careful consideration.

I am to add that there is no intention, so far as this Department is concerned, to materially change the conditions under which Code Telegrams are accepted.—I have, &c.,

C. H. B. PATEY.

The Under Secretary of State for the Colonies.

B.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 2nd April, 1885.

SIR,—I have the honour to enclose a letter, in triplicate, addressed to Her Majesty's Secretary of State for Foreign affairs with reference to the death of Sir Harry Parkes, and to request that His Excellency the Governor will be good enough to forward the same by the outgoing mail.—I have, &c.,

W. KESWICK, *Chairman.*

The Honourable W. H. MARSH, C.M.G.,
Colonial Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 2nd April, 1885.

MY LORD,—I have the honour to inform you that at the annual Meeting of the Hongkong General Chamber of Commerce held on the 27th ultimo, it was unanimously resolved that a letter should be addressed to Your Lordship expressing the deep regret with which the members have learned of the death at Peking, on 22nd ultimo, of Sir HARRY S. PARKES, K.C.B., G.C.M.G., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to China, and their sense of the loss which his untimely removal involves, not only to Her Majesty's Government but to every nation having intercourse with the Celestial Empire.

The sad intelligence has created a profound feeling of sorrow throughout the community, and, at this critical period, a consciousness of national bereavement.

Sir HARRY PARKES exhibited such a knowledge of the Oriental Character, and such tact and capacity in dealing with the peoples among whom so much of his life was passed, that he inspired unbounded confidence, and was regarded as altogether the most influential and practically useful man that has ever represented his country in the East.

His career in Japan was a long, honourable, and singularly successful one; and the steady advancement and prosperity of that country, and the position now held by her in the estimation of other nations, are in no small degree due to his influence and counsels during a transitional period of remarkable constitutional change.

The treaty he negotiated with Korea is one of an unusually complete and perfect character, and the recent lamentable events in that country, out of which there must almost inevitably arise friction with neighbouring states, intensify, if that were possible, the general feeling of sadness at his removal, from the consciousness that his great and varied experience and wise counsel will not be available in the interests of peace and national progress.

At this time too, when there is ground for the hope that some basis of negotiation for the settlement of the differences between France and China might be arranged, a settlement so much to be desired in the interests of social and commercial development, the death of Sir HARRY PARKES is felt to be a calamity the extent of which it is difficult to realize. No man possessed greater influence with Chinese statesmen, or was better qualified to promote extended foreign intercourse with China, and at the same time to advance permanently the best interests of the Empire to the Government of which he was accredited.—I have, &c.,

W. KESWICK, *Chairman.*

The Right Honourable, EARL GRANVILLE, K.G.,
*Her Majesty's Principal Secretary of State for
Foreign Affairs, LONDON.*

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 7th April, 1885.

No. 324.

SIR,—I am directed by His Excellency the Governor to inform you that your communication to Her Majesty's Principal Secretary of State for Foreign Affairs with reference to the death of Sir HARRY PARKES,

enclosed in your letter of the 2nd instant, has been duly forwarded to Her Majesty's Principal Secretary of State for the Colonies by to-day's Mail for transmission to Earl GRANVILLE.—I have, &c.,

W. H. MARSH, *Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

FOREIGN OFFICE,
18th May, 1885.

SIR,—I am directed by Earl GRANVILLE to acknowledge the receipt of your letter of the 2nd ultimo, expressing the deep regret with which the Members of the Hongkong General Chamber of Commerce had learned of the death on the 22nd of March of Sir HARRY S. PARKES, late Her Majesty's Envoy Extraordinary and Minister Plenipotentiary at Peking, and I am to request that you will convey to the Council of your Chamber the sense entertained by Her Majesty's Government of their sympathy in the loss which Her Majesty's Service has sustained,—I am, &c.,

PHILIP W. CURRIE.

The Chairman of the HONGKONG CHAMBER OF COMMERCE.

C.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 27th March, 1885.

No. 292.

SIR,—With reference to Government Notification No. 322 of 1884 on the subject of emigration fees, and to previous correspondence with the Chamber of Commerce on the same subject, I have the honour, by direction of His Excellency the Governor, to inform you that a despatch has been received from the Right Honourable the Secretary of State for the Colonies, stating that his Lordship approves of the licence fee of five dollars being retained, and that he considers that under Ordinance 5 of 1876 a further licence is not required when a ship provided with a licence at the original port of departure calls on her voyage at a second port to take in further passengers. The Consuls at Amoy and Swatow were informed of this decision on 21st ultimo.—I have, &c.,

W. H. MARSH, *Colonial Secretary.*

The Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

D.

TELEGRAM.

4th April, 1885.

Following resolution passed unanimously at Meeting Legislative Council first April. That in opinion this Council there ought be direct telegraphic communication between Hongkong and Singapore the nearest British Settlement and that immediate steps be taken to supplement defences of Hongkong by obtaining with the least possible delay a flotilla of torpedo launches fully equipped. Resolution ends. Urge Government support.

W. KESWICK.

To Chairman, CHAMBER OF COMMERCE, LONDON.

CHAMBER OF COMMERCE,
SINGAPORE, 7th April, 1885.

DEAR SIR,—By favour of the Telegraph Coy., I received on the 4th instant a franked service message from Hongkong, as per copy herewith, accompanied by an offer to pass in a similar way to Hongkong any communication this Chamber might have to make to you on the subject of a direct cable to your port.

I took steps at once to make your message known to the Chamber here, to the un-Official Members of Council and to the general public through the newspapers.

Owing, however, principally to the Easter Holidays and partly to mail work, there has been no meeting of Council here, nor of the Committee of the Chamber of Commerce, within the last few days, and it has been impossible to elicit any official expression of opinion on the subject of your telegram. I hope to address you again on the matter shortly.—I am, &c.,

ALEX. GENTLE, *Secretary*.

To the Secretary, GENERAL CHAMBER OF COMMERCE, HONGKONG.

(Copy.)

(Chamber of Commerce, Hongkong, to Chamber of Commerce, Singapore.)
2nd April.

Following resolution passed unanimously at Meeting of Legislative Council yesterday.

“That in the opinion of this Council there ought to be direct telegraphic communication between Hongkong and Singapore, the nearest British Settlement, and that immediate steps be taken to supplement the defences of Hongkong by obtaining with the least possible delay a flotilla of Torpedo Launches fully equipped.” Resolution ends

Urge Government support direct cable by contribution to subsidy.

THE LONDON CHAMBER OF COMMERCE,
LONDON, 10th April, 1885.

DEAR SIR,—The telegram of your Chamber of the 5th of April was considered at the Monthly Council Meeting yesterday, when it was resolved to take action in the direction desired. I beg to enclose you copy of a letter which has been addressed to-day to the Secretaries of State for Foreign Affairs and the Colonies, and also to the Chancellor of the Exchequer. I might add that a mercantile meeting is being organised in the City of London, *not* however under the auspices of this Chamber, to urge upon Her Majesty's Government the considerable strengthening of the means of maritime defence of this country and its Colonies.—Yours faithfully.

KENRIC B. MURRAY, *Secretary*.

The Secretary, CHAMBER OF COMMERCE, HONGKONG.

Copy.

MY LORD,—I have the honour to inform your Lordship that a telegram from the Hongkong Chamber of Commerce (copy of which is enclosed) was considered at the Monthly Council Meeting of this Chamber yesterday and it was decided that the attention of Her Majesty's Government should be immediately called to the fact, that telegraphic communication between this country and the Chinese Treaty Ports, passes on the one hand *via* Russia and Denmark, and on the other through French Territory *via* Saigon. It was felt to be highly desirable, that telegraphic communication with the Chinese Treaty Ports, and especially with the English Colony at Hongkong should be entirely under English control, and also in view of the present political situation in the East, every possible security in the way of defences and armaments should be provided for the important ports of Hongkong and Singapore.

The following resolution was unanimously adopted by the Council for transmission to your Lordship's Department, to the consideration of which I beg respectfully to direct your Lordship's best attention:—

"That in view of the great importance of British mercantile interests in the East, more particularly as concentrated at Hongkong—the shipping tonnage of which, entered and cleared in 1883, amounted to 6,882,000 tons and the yearly imports and exports of which exceed £4,000,000 sterling—strong representations be made to the Government as to the imperative necessity of protecting British interests in the China seas by adequate defensive precautions both at Hongkong and Singapore; and that these two important ports should be, without delay, united by a direct submarine telegraph cable entirely in British hands, even if a small Imperial subsidy (as in other cases) be requisite to ensure its being laid."—Believe me, &c.,

KENRIC B. MURRAY, *Secretary.*

The Right Honourable The EARL GRANVILLE, K.G.,
Her Majesty's Secretary of State for Foreign Affairs.
Foreign Office, S. W.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st May, 1885.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 10th ultimo, covering copy of a letter addressed by the London Chamber of Commerce to the Secretaries of State for Foreign Affairs and the Colonies, and also to the Chancellor of the Exchequer, on the Subject of direct telegraphic communication between Hongkong and Singapore, and of the defences of this Colony. I am to tender the best thanks of my Committee to the London Chamber of Commerce for its support and prompt action in the matter.—I am, &c.,

H. M. BAILY, *Secretary.*

The Secretary, THE LONDON CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th July, 1885.

DEAR SIR,—I am directed to convey to you the best thanks of the Committee of the Hongkong General Chamber of Commerce, which were

unanimously voted at a Meeting of the Committee held on Friday last, for your prompt and courteous action in forwarding to the Singapore and London Chambers of Commerce, free of cost to this Chamber, telegrams on the subject of direct telegraphic communication between Hongkong and Singapore, a matter of considerable importance to this Colony.—I am, &c.,

H. M. BAILY, *Secretary.*

W. DURRAN, Esq.,
Superintendent, E. E. TELEGRAPH CO., LD.

THE EASTERN EXTENSION AUSTRALASIA AND CHINA
TELEGRAPHIC COMPANY, LIMITED,
HONGKONG, 14th July, 1885.

DEAR SIR,—I have done very little to deserve the thanks of your Committee conveyed to me in your letter of yesterday.

In sending the Chamber's messages free I only gave effect to what I knew to be our Chairman's wish; anything which interests the Commercial Community of Hongkong is sure of his sympathy. I have great pleasure in acknowledging your Committee's note of thanks in this Company's name.—I am, &c.,

W. DURRAN.

The Secretary, HONGKONG CHAMBER OF COMMERCE.

CHAMBER OF COMMERCE,
SINGAPORE, 17th June, 1885.

DEAR SIR,—Referring to my letter of 7th April, I have now to inform you that the question of a direct Telegraph Cable to connect the British Colonies in the East has again been brought before this Chamber, by a reference from the London Chamber of Commerce forwarding a copy of a letter addressed to Her Majesty's Secretaries of State for Foreign Affairs and the Colonies, in consequence of your recent telegram.

I have replied to the London Chamber, that pending the reply of Her Majesty's Government, which does not appear to have been received yet, it is not apparent what this Colony can do to further the project, beyond promising general support to any well considered scheme that may commend itself to the English commercial community in China, who are primarily interested.

I further suggested, that in the event of a subsidy, whether Imperial or Colonial, being offered to the Telegraph Companies as an inducement to lay a direct cable, care should be taken to make some such stipulation as was made by the Australian Colonies, under similar circumstances, whereby messages of a public nature are supplied to these Colonies at greatly reduced rates,—I am, &c.,

ALEX. GENTLE, *Secretary.*

The Secretary, GENERAL CHAMBER OF COMMERCE, HONGKONG.

E.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th April, 1885.

No. 338.

SIR,—I am directed by Governor Sir GEORGE BOWEN to transmit to you copies of the enclosed correspondence with the Secretary of State, respecting the question of Quarantine, and to state that His Excellency will be obliged by an expression of the opinion of the Chamber of Commerce on this subject, with the view to early action by the Government and by the Colonial Legislature.—I have, &c.,

J. H. STEWART LOCKHART, *pro Colonial Secretary.*

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

Governor Sir G. F. Bowen, G.C.M.G., to the Secretary of State.

GOVERNMENT HOUSE,
HONGKONG, 19th December, 1884.

MY LORD,—With reference to my despatch of the 9th August ultimo, and to previous correspondence respecting the question of quarantine, I have the honour to report that, Her Majesty's Minister at Peking (Sir HARRY PARKES), in a despatch dated on the 5th instant, has written to me as follows:—

“I should take this opportunity of stating to your Excellency that the instructions I received last year from the Foreign Office on the subject of quarantine, and which I have been directed to communicate to the Chinese

Government, show that Her Majesty's Government are not in favour of the adoption of that measure. I take from these instructions the following passage:—

“Much as scientific men may have differed upon the ‘Contagion’ of Cholera, there is a complete agreement among all who have a practical acquaintance with the subject either in India, or in the United Kingdom, that the generally received theory and practice of quarantine is not only useless, but also hurtful.”

“The custom of imprisoning the healthy with the sick is calculated, for moral and physical reasons which are easily understood, to increase the number of the persons attacked, to intensify the virulence of the disease, and to convert the prison into a nidus of infection; while the unfounded belief by the security given by quarantine discourages the adoption of those sanitary measures which alone are proved to check the spread of the epidemic.”

“If the above reasoning be applicable to epidemic cholera, it would appear to have greater force in regard to any endemic form of the disease, such as that which occasionally appears in China during the summer months.”

2. Personally, I am disposed to agree with the spirit of the instructions from the Foreign Office quoted above. But, it will be remembered that very conflicting opinions have been held, and very different courses of action have been followed, respecting quarantine, by various Colonial Governments and Communities. I would request your Lordship to inform me, for my future guidance, if you desire that the principle laid down by the Foreign Office should be followed, in questions relating to Quarantine, by the Government of Hongkong.—I have, &c.,

G. F. BOWEN.

The Right Honourable THE EARL OF DERBY, K.G.,
&c., &c., &c.

Secretary of State to Governor Sir G. F. Bowen, G.C.M.G.

DOWNING STREET, 13th February, 1885.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 19th December last, on the subject of Quarantine regulations.

2. The views expressed in the Foreign Office instructions to Her Majesty's Minister at Peking, quoted in your despatch, are those entertained by Her Majesty's Government on the subject of Quarantine against Cholera, and these views have been put in practice in the United Kingdom, where Quarantine is no longer enforced except against plague and yellow fever.

3. Her Majesty's Government have not, however, thought it necessary to press for the adoption of a similar course in Colonies where public opinion is strongly in favour of the enforcement of strict Quarantine regulations; but, if it is probable that the Legislature of Hongkong would be willing to adopt the English practice, I should approve of your introducing the necessary legislation.

4. If Quarantine were abolished, it would be necessary to give the Governor in Council power of making regulations similar to that possessed by the Local Government Board under Section 130 of the Public Health Act, 1875; and it would be necessary for the Governor in Council to make regulations for the detention and examination of ships suspected of being infected with Cholera, or coming from places infected with Cholera; for the medical examination of the passengers and crew, and for the removal from the ship and the detention and treatment in proper isolated places of the sick persons on board; for the disinfection of the ship, and for the disinfection or destruction of all infected articles on board similar to those made by the Local Government Board in their Order of 12th July, 1883. A copy of that Order is enclosed for your information, with copies of the accompanying letter to the Sanitary Authorities, and of a Memorandum by the Medical Officer of the Board on Precautions against Infection of Cholera.—I have, &c.,

DERBY.

Governor Sir G. F. BOWEN, G.C.M.G.,

&c., &c., &c.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 10th April, 1885.

SIR,—In reply to your letter of yesterday's date, transmitting copies of correspondence with the Secretary of State respecting the question of Quarantine, and requesting the opinion of this Chamber on the subject, I have the honour to state, for the information of His Excellency the Governor, that this Chamber recommends the adoption of the following regulations.

Every vessel arriving in the waters of this Colony having at the time of her arrival any cases of infectious or contagious disease on board, shall immediately on entering the waters of the Colony fly the Quarantine flag, and shall keep the same flying, and shall be deemed to be in Quarantine until released by order of the Health Officer.

Any vessel arriving in the waters of this Colony having on board any case of infectious or contagious disease, shall be visited and examined by the Medical Officer of Health, and, if he is of opinion that the ship be infected, he shall give a certificate to that effect, and order the vessel to the Quarantine Ground.

The Medical Officer of Health shall, as soon as possible after any such vessel has been certified to be infected, examine all persons on board of her, and all persons who shall not be certified by him as suffering from an infectious disease shall be permitted to land, and any person certified by him to be suffering from an infectious or contagious disease shall be removed to some Hospital or other place previously appointed by the Sanitary Authorities, and detained there.

The vessel shall then be fumigated and released from detention.—I have, &c.,

W. KESWICK, *Chairman.*

The Honourable W. H. MARSH, C.M.G., *Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 15th July, 1885.

SIR,—With reference to my letter of 10th April last, and to previous correspondence on the subject of Quarantine Regulations in this Colony, I have the honour to again address you respecting the nature of the Quarantine Regulations published in the *Government Gazette* of the 27th ultimo.

I am desired to call your attention to this Chamber's letter of 10th April last, in which the Committee, upon receipt of copies of correspondence that had passed between His Excellency Governor Sir G. F. BOWEN and the Secretary of State, recommended the adoption in this Colony of Regulations of a similar character to those prevailing in the United Kingdom, and which Lord DERBY intimated would be approved of by Her Majesty's Government.

It was understood by the Chamber that new regulations would consequently be issued, and it was not until the appearance of the Notifica-

tion that the Committee became aware that restrictions were still to be continued.

Quarantine has hitherto proved altogether inefficacious to withstand the introduction of Cholera into any locality, and especially must the principle be useless in the case of this Colony, whose natural surroundings present opportunities so diverse and so wholly beyond control for the admission of disease, that the system now in force is practically rendered a useless measure.

The Committee would suggest, that a Lazaretto of a permanent character for the reception of patients infected with Cholera, should be erected on the Quarantine Ground on Stone Cutters' Island.

The Committee is aware of the advantages to be derived from lodging the patients in temporary structures, which can be burnt immediately after they are free of patients, in order more effectually to destroy all sources of infection; but, they recognize, in view of the destructive effects of the typhoons to which the Colony is liable during the summer months, the advantages of at least possessing a certain amount of permanent accommodation for the reception of patients in case of any emergency.

The Committee of the Chamber earnestly request that the subject of Quarantine may be reconsidered. The present restrictions on Shipping are of no practical use against the introduction of disease, and they are calculated to seriously interfere with all mercantile interests.—I have, &c.,

W. KESWICK, *Chairman.*

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

No. 908.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 18th July, 1885.

SIR,—In answer to your letter of the 15th instant respecting the Quarantine Regulations published in the *Government Gazette* of the 27th ultimo, I am directed by the Officer Administering the Government to inform you that His Excellency is advised that, in the present circumstances of the Colony, it would not be practicable to apply effectually those alternative precautionary measures which, according to the terms of Lord DERBY's despatch, would be necessary if quarantine were to be abolished.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable WM. KESWICK,
Chairman, Hongkong General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 4th August, 1885.

SIR,—With reference to this Chamber's letter of the 15th ultimo respecting the Quarantine Regulations published in the *Hongkong Government Gazette* of the 27th June last, and to your reply thereto, I am desired to state that the Committee would be glad to be informed of the particular circumstances which render impracticable the adoption of the regulations referred to in paragraph 4 of Lord DERBY's despatch to His Excellency Governor Sir G. F. BOWEN dated 13th February, 1885, as the Committee would be glad to render such assistance as is in their power with a view to removing the difficulties that may exist.—I have, &c.,

P. RYRIE, *Vice-Chairman.*

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

No. 1052.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 8th August, 1885.

SIR,—With reference to your letter of the 4th instant regarding the Quarantine Regulations against Cholera, I have the honour to convey to you the thanks of His Excellency the Officer Administering the Government for the assistance which you have been good enough to offer, and which, as he well knows, is never wanting on the part of the Chamber, when the Government is in need of it. In this case, however, the removal of the difficulties referred to is rather beyond the power of the Chamber, arising as they do, in a great measure, from the habits, condition, and nature of the people we have to deal with, and the difficulty of making any reliable inspection of vessels or tenements, where every endeavour is made to conceal disease.

The Health Officers would have, in fact, to board every junk and other vessel and search it throughout, in order to detect the existence of Cholera or other disease. Under these circumstances, therefore, and seeing that the best means of guarding against the introduction of Cholera are still surrounded with doubt, the Officer Administering the Government and the Executive Council are firmly of opinion that it is far better, in a moment of great danger, that the Governor of this Colony should have the power in reserve of having recourse to Quarantine Regulations, rather than that we should be dependent altogether on a system of inspection, which, in the present condition of the native population could not be properly enforced.

Gladly would His Excellency be relieved of the responsibility imposed on him, by clause 2 of the Regulations, of proclaiming certain Ports; but he would be happy to undertake any responsibility rather than run the risk of having Cholera in an epidemic form imported into the Colony in its present incomplete Sanitary condition.

Hitherto His Excellency's powers have been so exercised as to cause no more inconvenience to the Mercantile Community than if no Quarantine Laws existed; and not only that, but as the correspondence in this Office would show, he has done his very best to free all ships leaving this port from any restrictions as regards Quarantine to which they might have been liable at their respective destinations during the present outbreak of Cholera.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable P. RYRIE,

Vice-Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 25th August, 1885.

SIR,—I have the honour to address you with reference to your reply of the 8th instant to this Chamber's letter requesting information as to the circumstances which render impracticable the adoption of the regulations referred to in paragraph 4 of Lord DERBY'S despatch to His Excellency Governor Sir G. F. BOWEN of 13th February, 1885, and to previous correspondence on the subject of Quarantine.

The opinion of this Chamber, as you are aware, was requested by His Excellency the Governor on the 9th April last, respecting the question of Quarantine, with a view to early action by the Government and by the Colonial Legislature; whereupon, the Committee recommended the adoption of regulations framed entirely on the same basis as those prevailing in the United Kingdom.

I am desired by the Committee to state that they deeply regret that, after their representations upon the subject, and the hopes which were held out that the Quarantine Regulations of this Colony would be placed upon a footing similar to that which exists in the United Kingdom, no steps have, up to the present, been taken to attain so desirable an object.

The Committee would again point out the urgent necessity of at once taking steps to carry out the regulations referred to in paragraph 4 of Lord

DERBY'S despatch to His Excellency Governor Sir G. F. BOWEN dated 13th February, 1885, which is as follows:—

“If Quarantine were abolished, it would be necessary to give the Governor in Council the power of making regulations similar to that possessed by the Local Government Board under Section 130 of the Public Health Act 1875, and it would be necessary for the Governor in Council to make regulations for the detention and examination of ships suspected of being infected with Cholera, or coming from places infected with Cholera; for the medical examination of the passengers and crew, and for the removal from the ship and the detention and treatment in proper isolated places of the sick persons on board; for the disinfection of the ship, and for the disinfection or destruction of all infected articles on board similar to those made by the Local Government Board in their Order of 12th July, 1883. A copy of that Order is enclosed for your information, with copies of the accompanying letter to the Sanitary Authorities, and of a Memorandum by the Medical Officer of the Board on Precautions against the Infection of Cholera.”

The Committee desire, also, to call the attention of His Excellency the Governor to his despatch of the 19th December, 1884, to the Secretary of State, from which the Committee gathers that Her Majesty's Government are not in favour of the adoption of the system of Quarantine, and in which it is stated that—“there is a complete agreement among all who have a practical acquaintance with the subject either in India or in the United Kingdom, that the generally received theory and practice of Quarantine is not only useless, but also hurtful.”

The Committee are unable to gather from the reasons alleged in your letter, in what manner or measure this Colony is to be more effectually protected from the introduction of Cholera or other infectious disease from other Ports, by a continuance of the present system of Quarantine, than by the adoption of such regulations as are considered quite sufficient for the protection of the United Kingdom.—The Committee, moreover, entirely fail to understand how the detention of Foreign ships or steamers—from which there is far less danger of introduction of disease to be apprehended than from native vessels—can be efficacious in preventing the spread of disease, when the Executive expresses its inability to exercise adequate supervision over the large number of native junks which enter the harbour from nearly all the Ports on this Coast.

If the Executive of this Colony is unable to exercise complete supervi-

sion over all vessels, native or foreign, that enter the waters of this Colony, then it is hardly necessary to point out that the system of Quarantine insisted upon by the Colonial Government is wholly inefficient and utterly useless, and that foreign vessels will be submitted to the injustice of detention and loss thereby entailed, while native vessels 'where every endeavour is made to conceal disease' are to be allowed to escape, in consequence of the inadequacy of the staff of the Executive to enforce a proper system of inspection.

With respect to the concluding paragraph of your letter in which reference is made to 'the present outbreak of Cholera,' I am desired to state that, up to the present time vessels leaving this port have been provided with clean Bills of Health, which the Committee presumes would not be done were the Port infected with Cholera; though the Committee is aware that a sporadic form of choleraic diarrhoea has been prevalent in this Colony during the summer months.

The Committee desire, also, to call attention to that portion of their letter of the 15th July referring to the erection of a permanent Lazaretto on Stone Cutters' Island which has apparently been overlooked, and which runs as follows:—

"The Committee would suggest that a Lazaretto of a permanent character, for the reception of patients infected with Cholera, should be erected on the Quarantine Ground on Stone Cutters' Island. The Committee is aware of the advantages to be derived from lodging the patients, in temporary structures, which can be burnt immediately they are free of patients, in order more effectually to destroy all sources of infection, but they recognize, in view of the destructive effects of the typhoons to which the Colony is liable during the summer months, the advantage of at least possessing a certain amount of permanent accommodation for the reception of patients in case of emergency."

The construction of the above, as well as the erection of commodious mat-sheds, the Committee recommends as urgent necessities; and the Committee is unable to understand why the carrying out of these objects should be delayed, having regard to the absence of any such accommodation in the Colony, and considering the strenuous recommendations that have been made with a view to obtaining the completion of the necessary buildings.—I have, &c.,

P. RYRIE, *Vice-Chairman.*

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

No. 1191.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 28th August, 1885.

SIR,—I am directed by His Excellency the Officer Administering the Government to acknowledge the receipt of your letter of the 25th instant on the subject of Quarantine Regulations, and in reply I am to convey to you the following resolution of the Executive Council in the matter:—

"The Council advise that the Vice-Chairman of the Chamber of Commerce be informed that the Executive Council has carefully considered his letter, and that it sees no reason to alter its previous decision."—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable P. RYRIE,

Vice-Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 15th September, 1885.

SIR,—By desire of the Committee of this Chamber I have the honour to lay before you the enclosed correspondence which has taken place between this Chamber and the Executive of this Colony, on the important subject of Quarantine Regulations.

The Regulations, as you will gather from the correspondence, press most unduly and unfairly on Foreign Shipping frequenting the Port, while Chinese vessels, from which infinitely greater danger of dissemination of disease is to be apprehended, practically escape.

The Committee desire me particularly to call your attention to the terms of Lord DERBY's despatch of the 13th February, 1885—copy of which was forwarded to this Chamber by Governor Sir GEORGE F. BOWEN—and to state that, after the confident expectation which this Chamber was led to entertain, that the Quarantine Regulations of this Colony would at last be placed upon a rational and satisfactory basis, similar to the system prevailing in the United Kingdom, the Committee feel they have no other course left open to them, in justice to the interests of this Colony, but to submit the whole question for your consideration and final decision.

The Committee cannot help stating, also, that the action of the Executive has given rise to a very general opinion in the Colony, that the

present regulations have been framed owing to the fact that no adequate provision has yet been made to meet any incursion of cholera or other epidemic disease into the Colony, a neglect to which, as will be gathered from the correspondence, this Chamber has repeatedly, but without effect or reply, called the attention of the Executive.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

Colonel the Right Honourable F. STANLEY,
Her Majesty's Principal Secretary of State for the Colonies.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 15th September, 1885.

SIR,—I have the honour to acknowledge receipt of your letter of the 28th ultimo, communicating, for the information of this Chamber, a resolution of the Executive Council on the subject of Quarantine Regulations in this Colony.

Taking into consideration the importance of the question of "Quarantine," respecting which the opinion of this Chamber was requested on the 9th April last, and how deeply it affects this Colony, I am desired to state that the Committee regret that their letter of the 25th ultimo should have met with so curt and unsatisfactory a reply.

The Committee now feel compelled to submit the whole of the correspondence, which has taken place between the Colonial Government and this Chamber on the subject, to the Secretary of State for the Colonies, and to appeal to him for his final decision in the matter.

I have the honour, therefore, to enclose a letter addressed to Her Majesty's Principal Secretary of State for the Colonies, in triplicate, and to request that His Excellency the Governor will be good enough to forward the same to the Secretary of State.

The Committee has also addressed the London Chamber of Commerce, invoking its support towards the attainment of the object desired by this Chamber.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

The Honourable F. STEWART, LL.D.,
Acting Colonial Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 15th September, 1885.

SIR,—I have the honour to forward to you enclosed copy of a letter addressed by this Chamber to Her Majesty's Principal Secretary of State for the Colonies, covering copies of correspondence that has taken place between this Chamber and the Colonial Government here on the subject of "Quarantine" in this Colony.

I am desired by the Committee of the Chamber to state that they earnestly trust that their representations to the Secretary of State may be strengthened by the support of the London Chamber of Commerce.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

The President, LONDON CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 16th September, 1885.

No. 1278.

SIR,—I am directed by the Governor to acknowledge the receipt of your letter of yesterday, and to state that His Excellency will have much pleasure in transmitting the letter addressed by the Chamber of Commerce to the Secretary of State for the Colonies on the Quarantine question.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

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

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 28th December, 1885.

No. 1806.

SIR,—Adverting to my letter No. 1278 of the 16th September last regarding the transmission to the Secretary of State for the Colonies of the Chamber's letter of the 15th September, on the subject of the Quarantine Regulations of the Colony, I have the honour, by direction of His Excellency the Officer Administering the Government, to inform you that Colonel STANLEY, while adhering to the opinion that the system of precaution

against the introduction of infectious diseases from abroad which is adopted in England is generally preferable to that of Quarantine, is not prepared, in view of the insanitary condition of Hongkong and other local circumstances, to overrule the decision of the Colonial Government to retain for the present the modified system of Quarantine embodied in the existing Regulations.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

F.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 8th May, 1885.

SIR,—I have the honour to address you, by desire of the Committee of this Chamber, on the subject of the Chinese Emigration laws of Hongkong and Singapore, the present conflicting nature of which is a source of considerable inconvenience, especially having regard to the variance in the number of passengers allowed to be carried in each Chinese Passenger ship, by the several regulations of the two Colonies, a greater number of passengers being allowed by the laws of this Colony to be carried on one voyage, than is sanctioned by the regulations of Singapore.

The law of this Colony, which has been for some time in force, and found to work well, has until recently been recognized by the authorities at Singapore, and the Committee is unaware of any reason for the recent alteration in the regulations of that Colony.

The Committee would be glad of the good offices of His Excellency the Governor, towards bringing about an assimilation of the Chinese Emigration laws of the two Colonies; and they desire, also, respectfully to suggest that representations be made to the Government of Singapore, recommending the adoption of the Hongkong Emigration Ordinances, hitherto enforced, as the recognized law of both Colonies.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

The Honourable W. H. MARSH, C.M.G.,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 18th May, 1885.

No. 531.

SIR,—In reply to your letter of the 8th instant, I am directed by the Governor to inform you that the question of the conflict of the Emigration Laws of the Straits Settlements and Hongkong is already under the consideration of the Secretary of State for the Colonies, His Excellency having addressed his Lordship on the subject on the 13th ultimo.—I have, &c.,

W. H. MARSH, *Colonial Secretary.*

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

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 4th August, 1885.

SIR,—With reference to this Chamber's letter of 8th May last, addressed to the Colonial Secretary, respecting the inconvenience experienced by the conflict between the Emigration Laws of this Colony and those of Singapore, I am desired further to state that, in the opinion of the Committee, the Legislature of Singapore in framing regulations overruling the law of Hongkong, is acting beyond its powers, for the following reasons:—

The Regulations governing this Colony and the Coast Ports, as to the number of passengers allowed to be carried on Chinese Passenger ships, are framed by the Governor of Hongkong under powers conferred upon him by the Passengers Act, 1855, (18 and 19 Vic. c. 104) an Imperial Act, which, in the opinion of the Committee, the Legislature of Singapore has no power to overrule by an Ordinance passed in that Colony, the provisions of which cannot, it is submitted, affect an Imperial Act in such a way as to render it practically of no effect, which in fact proves to be the case, so long as the regulations framed by the Governor of Hongkong are rendered nugatory by the action of the Legislature of Singapore.

Under these circumstances, the Committee would respectfully suggest that the opinion of the Legal Advisers of the Government should be obtained upon this important point.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

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

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 8th August, 1885.

No. 1053.

SIR,—In reply to your letter of the 4th instant respecting the conflict between the Emigration Laws of this Colony and those of Singapore, I am directed by His Excellency the Officer Administering the Government to inform you that, in the opinion of the Attorney General the question seems to be which Government shall regulate the terms and conditions under which passenger ships sailing from China shall be allowed to carry passengers from China and Hongkong. The authority to regulate such traffic is specially conferred upon the Hongkong Legislature by the Imperial Act 13 and 19 Vic. Cap. 104, Secs. 2 and 3; and if the local Ordinance of Singapore conflicted with the laws made by the Hongkong Legislature under the above authority, the obvious way to adjust the difference would seem to be for the local Government at Singapore to amend their law.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

Honourable P. RYRIE,

Vice-Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 14th August, 1885.

No. 1098.

SIR,—Adverting to my letter No. 1053 of the 8th instant, and to previous correspondence, I am directed by His Excellency the Officer Administering the Government to transmit to you the annexed copy of an Order in Council issued by the Government of the Straits Settlements assimilating the Emigration Laws of that Colony with those of Hongkong.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.

GOVERNMENT NOTIFICATION—No. 426.

The following Order by His Excellency the Officer Administering the Government in Council, under "The Passenger Ships Ordinance, 1874," is published for general information.

By His Excellency's Command,

A. M. SKINNER,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Singapore, 4th August, 1885.

ORDER

BY

HIS EXCELLENCY THE OFFICER ADMINISTERING THE
GOVERNMENT IN COUNCIL,

UNDER

"The Passenger Ships Ordinance, 1874."

Whereas it is expedient to make provision for the carriage of deck passengers to and from places without the limits of the Straits of Malacca:

Now it is hereby ordered by His Excellency the Officer Administering the Government of the Straits Settlements, by and with the advice of the Executive Council thereof, under the powers in that behalf given by Section 10 of "The Passenger Ships Ordinance, 1874," as follows:—

1. Ships of whatever nationality arriving at any port of the Colony from Hongkong, and British Ships arriving at any port of the Colony from any port or place to which the legislation of the legislature of Hongkong under "The Chinese Passenger Act, 1855," for the time being extends, may bring deck passengers in such number as may, in each particular case, be allowed by any certificate or licence issued by the proper officer under such legislative authority.

2. Any German Ship arriving at any port of the Colony from any of the Treaty Ports in China may bring deck passengers in such number as may be allowed and prescribed by any certificate or licence issued by the

proper German Consular authority at the Treaty Port from which she has cleared in accordance with the German Consular Law for the time being applicable to such ships.

A. P. TALBOT,
Clerk of Councils.

COUNCIL CHAMBER,
Singapore, 4th August, 1885.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 4th September, 1885.

SIR,—I have the honour to address you, by desire of the Committee of this Chamber, with reference to an Order by His Excellency the Officer Administering the Government of the Straits Settlements in Council under the Passenger Ships Ordinance, 1874, published in Singapore on the 4th ultimo, the provisions of which are as follows:—

1. Ships of whatever nationality arriving at any port of the Colony from Hongkong, and British ships arriving at any port of the Colony from any port or place to which the legislation of the legislature of Hongkong under the "Chinese Passenger Act, 1855," for the time being extends, may bring deck passengers in such number as may, in each particular case, be allowed by any certificate or licence issued by the proper officer under such legislative authority.
2. Any German ship arriving at any port of the Colony from any of the Treaty Ports in China may bring deck passengers in such number as may be allowed and prescribed by any certificate or licence issued by the proper German Consular Authority at the Treaty Port from which she has cleared in accordance with the German Consular Law for the time being applicable to such ships.

It is with considerable surprise, and with feelings of the deepest regret that the Committee of this Chamber have read this Notification, which, it would appear, has been issued under direct instructions received from the Colonial Office; for, as far as the Committee is aware, no discussion took place upon the subject in the Legislative Council at Singapore, where, had such an important alteration of the existing regulations been submitted for consideration the whole question would undoubtedly have been thoroughly discussed; the advantages conferred upon vessels of German nationality, to the detriment of British vessels together with

those of all other countries, would have been strenuously opposed, and the Order in Council above referred to would never have been passed.

You, Sir, will be aware of the large, valuable and increasing Native Passengers traffic that exists between the open Treaty Ports of Swatow and Amoy, and the Straits Settlements. This trade has for some time past been carried on by vessels chiefly under the British and German flags. Recently, however, it was discovered that a decided preference was shown by the native charterers for those vessels which bear the German flag; the reason being that these vessels cleared from China under the more favourable conditions of the Regulations of the German Government which control their passenger traffic in these waters, while British vessels were compelled to observe the Regulations of the Chinese Passenger Act, 1855. (18 & 19 Vic. c. 104).

The attention of the authorities at Singapore was called to the matter, and they, presumably with a view to carrying out an equitable regulation of this traffic, thenceforward compelled all vessels of whatever nationality carrying Chinese Passengers that entered the Port, to comply with the local regulations framed under the Passenger Ships Ordinance, 1874.

Under these local regulations several vessels, both British and German, were fined for carrying passengers in excess of the numbers allowed by them; British vessels, which had strictly complied with the directions of the Passenger Act, 1855, being thus subjected to the injustice of a fine, and an Imperial Act being thus practically annulled and overridden by the provisions of an Ordinance of the Legislature of the Straits Settlements.

Under these circumstances, representations on the subject were made to the Colonial Government here by this Chamber, and shortly afterwards the Order in Council at Singapore, above set out, was published.

The German Government, the Committee is informed, have taken action in this matter, and have obtained concessions which have placed their Mercantile Marine in a position of most distinct advantage, vis-a-vis British and all other shipping; and the exercise of a special law has been permitted to another nation in a British Colony to the detriment of Her Majesty's subjects, who are debarred from sharing the privileges thus conferred.

For the purpose of illustrating in the clearest manner the actual working of the trade under German in contrast with British regulations, the Committee have selected two German vessels, now trading in these waters, which present a fair type of steamers engaged in the traffic.

The result is as follows:—

Steamers.	Net Tonnage.	Passengers under German Regulations.			Passengers under British Regulations.						Difference in favour of German flag.	Estimated value of vessel.	Per-centage of difference of profit on cost.	
		No. of Passengers all the year round.	No. of Trips in the year.	Earnings for the year at \$5.00 per head.	16th October to 31st May, No.	No. of Trips.	Earnings at \$5.00 per head.	1st June to 15th October, No.	No. of Trips.	Earnings at \$5.00 per head.				Total Earnings in the year.
Duburg,	1097	708	16	\$56,640	648	10	\$32,400	463	6	\$14,040	\$46,440	\$10,200 or £1,870	£20,000	9.35
China,	1093	904	16	\$72,320	848	10	\$42,400	678	6	\$20,340	\$62,740	\$9,580 or £1,756	£22,000	8.00

The difference between the German and British rules for measurement is first, that the regulations of the former Government allow Weather Deck Passengers throughout the year, while under British rules they are only permitted to be carried between the 16th October, and the 31st May; secondly, the German rules allow one Deck Passenger for every twelve feet superficial of deck space, while British rules permit one for every sixteen feet superficial of deck space.

These facts show so conclusively the great disadvantage under which British shipping is placed by these new Regulations of the Government of the Straits Settlements in favour of vessels under the German flag, that further comment would seem unnecessary, and the Committee of this Chamber cannot urge too strongly the necessity for their immediate withdrawal.

The Committee would, also, respectfully suggest that, in order to render the evil effects wrought by the new regulations of as short a duration as possible, instructions be at the earliest opportunity forwarded, by telegraph, to the authorities at Singapore, cancelling, or, at least suspending, until full consideration has been given to this subject, the recent regulations.

Considering the enormous disadvantages under which British shipping labours, having regard to the fact that British vessels receive no assistance similar to the subsidies and bounties which are granted by foreign nations to their Mercantile Marine, it is obvious that a gratuitous tax to the extent of 8 per cent. or 9 per cent. on capital value, a handsome return in these days of shipping depression, must have the most disastrous effects in its operation upon British vessels engaged in this special traffic.—I have, &c.,

P. RYRIE, *Vice-Chairman.*

Colonel The Right Honourable F. STANLEY,

Her Majesty's Principal Secretary of State for the Colonies,

&c., &c., &c.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 4th September, 1885.

SIR,—I have the honour to enclose a letter addressed to Her Majesty's Principal Secretary of State for the Colonies, in triplicate, with reference to a recent Order in Council of His Excellency the Officer Administering the Government of the Straits Settlements, and to the Chinese Passenger Laws,

and to request that His Excellency the Governor will be good enough to forward the same by the outgoing mail.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

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

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th September, 1885.

SIR,—I have the honour to enclose for your information, copy of a letter addressed by this Chamber to Her Majesty's Principal Secretary of State for the Colonies with reference to a recent Order in Council of His Excellency the Officer Administering the Government of the Straits Settlements, and to the Chinese Passenger Laws.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

N. R. O'CONNOR, Esquire,
Her Majesty's Chargé d'Affaires, PEKING.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th September, 1885.

DEAR SIR,—I am desired by the Committee of this Chamber to transmit to you, for the information of the Singapore General Chamber of Commerce, copy of a letter addressed by this Chamber to Her Majesty's Principal Secretary of State for the Colonies, with reference to a recent Order in Council of His Excellency the Officer Administering the Government of the Straits Settlements and to the Chinese Passenger Laws.—I am, &c.,

H. M. BAILY, *Secretary.*

The Secretary, SINGAPORE GENERAL CHAMBER OF COMMERCE.
The Secretary, AMOY GENERAL CHAMBER OF COMMERCE.
The Secretary, FOOCHOW GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 11th September, 1885.

SIR,—I have the honour to enclose copy of a letter addressed by this Chamber to Her Majesty's Principal Secretary of State for the Colonies with reference to a recent Order in Council of His Excellency the Officer Administering the Government of the Straits Settlements, and to the Chinese Passenger Laws.—

The Committee earnestly trust that they may meet with the cordial co-operation of the London Chamber of Commerce in support of the views expressed in their letter to the Secretary of State on this subject, which is one of paramount importance to British Shipping Interests in these waters.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

The President, LONDON CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 11th September, 1885.

No. 1260.

SIR,—I am directed by Governor Sir G. BOWEN to acknowledge the receipt of your letter covering a letter addressed by the Chamber of Commerce to the Secretary of State for the Colonies on the 4th instant.

His Excellency entirely agrees with the views of the Chamber on the important subject in question, and has strongly recommended them to favourable consideration by the outgoing mail.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

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

CHAMBER OF COMMERCE,
SINGAPORE, 7th September, 1885.

SIR,—I beg to forward for your information copy of an Order in Council recently issued by the Straits Government relative to the importation of deck passengers from places beyond this Colony.

You will notice that British and German vessels arriving from the Treaty Ports of China are put on a different footing thereby; and no security seems to have been taken that the distinction will not operate to the disadvantage of the former.

The matter is likely to prove of serious importance to the numerous British steamers engaged in the Chinese coolie trade and this Chamber intends to address a remonstrance to the Straits Government as soon as it is in possession of full information as to how British and German vessels will be affected by the new rule.

I am therefore to ask the favour of your kindly forwarding to me any statements or returns which may be in your possession or which you may be able to obtain, showing the difference in ships' measurement allowed by

the German Consular Authorities at Swatow, Amoy and the other China ports, as against these sanctioned by our own Consular Officers. I have only to add that for any information you can give bearing on the subject, this Chamber will be much obliged.—I am, &c.,

ALEX. GENTLE, *Secretary.*

The Secretary, CHAMBER OF COMMERCE, HONGKONG.

CHAMBER OF COMMERCE,
SINGAPORE, 29th September, 1885.

DEAR SIR,—I have much pleasure in owing receipt of your letter of 9th instant, transmitting two copies of a letter recently addressed by your Chamber to Her Majesty's Secretary of State for the Colonies, on the subject of the recent Order in Council of date 4th August, issued by the Governor of the Straits Settlements by order of the Home Government.

The able letter from your Chamber supplies precisely the information asked for in my letter addressed to you on the 7th inst., and this Chamber has lost no time in forwarding a copy of it to the Straits Government. I now forward for your information copies of the correspondence which has ensued.—I am, &c.,

ALEX. GENTLE, *Secretary.*

The Secretary, GENERAL CHAMBER OF COMMERCE, HONGKONG.

CHAMBER OF COMMERCE,
SINGAPORE, 22nd September, 1885.

(Copy.)

SIR,—I have the honour by direction of the Chamber of Commerce, respectfully to beg the attention of the Government to the working of the recent Order in Council of date 4th August, 1885, regarding ships engaged in the Passenger Trade between Hongkong or the Treaty Ports of China and this Colony, and to forward for the information of the Government, copy of a letter of remonstrance on the subject, addressed by the Hongkong Chamber of Commerce to the Secretary of State for the Colonies.

When the Order in question was published, this Chamber viewed it with anxiety and distrust, but, believing that it emanated from the Colonial Office and thinking it unlikely that such an international arrangement would be concluded, by the British Government, without its full scope and effect being foreseen and appreciated, resolved to make sure of the facts before addressing the Government on the subject.

The letter which I have now the honour to enlose, and which has anticipated the inquiries of this Chamber, supplies exactly the information that was wanted and fully confirms the fear of this Chamber, that the effect of the Order in Council is to place vessels under the German flag at an advantage over our own ships in our own Colonies and actually to give a bounty of from 8 to 10 per cent. to vessels of that nationality engaged in the coolie trade.

The letter from the Hongkong Chamber of Commerce places the grievance in so clear a light that further elucidation seems superfluous; and it only remains for this Chamber to indorse the earnest remonstrance and protest which that letter contains and to appeal to His Excellency the Officer Administering the Government to do what he can to abate the manifest injustice if not by revoking or suspending the obnoxious order, at least by laying the whole facts before Her Majesty's Government, with a view to procure an equitable settlement with as little delay as possible, either by inducing the German Government to conform its scale of passenger licences to ours, or by extending our Consular and Colonial Scale to the German limit, which if a safe and humane one under a foreign flag, must be equally so for our own ships.—I have, &c.,

ALEX. GENTLE, *Secretary.*

The Honourable THE COLONIAL SECRETARY, Straits Settlements.

COLONIAL SECRETARY'S OFFICE,
SINGAPORE, 25th September, 1885.

(Copy.)

SIR,—I am directed by the Acting Governor to acknowledge the receipt of your letter of the 22nd instant, with regard to the working of the Order in Council of the 4th August, with regard to the Passenger Trade between Hongkong and Treaty Ports of China and the Straits Settlements, and enclosing a printed copy of a letter from the Hongkong Chamber to the Secretary of State upon the same subject.

2. In reply I am directed to state that His Excellency prior to the receipt of your letter, had some time back taken the first opportunity of drawing the attention of Her Majesty's Government to the same objection which has been now urged by the Chambers of Commerce here and in Hongkong.

3. I am to add that His Excellency will forward your letter by the outgoing mail to the Secretary of State with an intimation that the subject is one of great and pressing importance.—I have, &c.,

A. M. SKINNER, *Acting Colonial Secretary.*

The Secretary to the CHAMBER OF COMMERCE, Singapore.

CHAMBER OF COMMERCE,

SINGAPORE, 28th September, 1885.

(Copy.)

SIR,—I have the honour to own receipt of your letter of date 25th instant, Misc. 7905 of 1885 and to thank you for the prompt attention which has been given to the subject of the unequal operation of the recent Order in Council in regard to British and German vessels engaged in the China coolie trade.

Referring again to the letter of the Hongkong Chamber of Commerce, a copy of which I had the honour to forward to you recently, I am now able to instance a case in point, which illustrates the grievance complained of by British ships.

The British steamer *Harter* arrived on the 26th instant from Swatow, where she was allowed to ship only 579 passengers. Her Agents in China state, that if under German colours she could have brought 850.—I have, &c.,

ALEX. GENTLE, *Secretary.*

The Honourable THE COLONIAL SECRETARY, *Straits Settlements.*

AMOY GENERAL CHAMBER OF COMMERCE,

AMOY, 24th September, 1885.

SIR,—I have to acknowledge receipt of your despatch of the 9th inst., handing this Chamber copy of a letter addressed by your Chamber to Her Majesty's Principal Secretary of State for the Colonies, with reference to a recent Order in Council of His Excellency the Officer Administering the Government of the Straits Settlements and to the Chinese Passengers Laws, for which this Chamber begs to thank you.—I am, &c.,

ROBERT H. BRUCE, *Vice-Chairman.*

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 30th January, 1886.

No. 178.

SIR,—Adverting to my letter No. 1098 of the 14th August, and to previous correspondence, I am directed by His Excellency the Officer Administering the Government to transmit to you the annexed copy of a further Order in Council issued by the Government of the Straits Settlements, which supersedes the former order, dated the 4th August, 1885, and assimilates the Emigration Laws of that Colony to those of Hongkong.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable W. KESWICK, *Chairman,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

ORDER

BY

HIS EXCELLENCY THE GOVERNOR IN COUNCIL,

UNDER

The Passenger Ships Ordinance, 1874.

Whereas it is expedient to make provision for the carriage of deck passengers to and from places without the limits of the Straits of Malacca :

Now it is hereby Ordered by His Excellency the Governor of the Straits Settlements, by and with the advice of the Executive Council thereof, under the powers in that behalf given by Section 10 of "The Passenger Ships Ordinance, 1874," as follows :—

1. The Order in Council made under the said Ordinance on the 4th day of August, 1885, is hereby cancelled.

2. Ships of whatever nationality arriving between the 20th day of October and the 5th day of June both inclusive at any port of the Colony from Hongkong, and British Ships arriving during such period as aforesaid at any port of the Colony from any port or place to which the legislation of the legislature of Hongkong under "The Chinese Passenger Act, 1855," for the time being extends, may bring deck passengers in such number as may in each particular case, be allowed by any certificate or license issued by the proper officer under such legislative authority.

3. Ships arriving during the period in the last preceding clause mentioned at any port of the Colony from any of the Treaty Ports in China and not being British Ships may bring deck passengers in such number as would be allowed if such ships were British Ships arriving from any such port or place as in the last preceding clause is mentioned or referred to, provided always that every such ship shall be furnished on deck with a suitable awning and screens sufficient for the protection of the deck passengers from the sun and from rain.

4. No ship arriving between the 6th day of June and the 19th day of October both inclusive at any port of the Colony from any such port or place as in this Order is mentioned or referred to shall under any circumstances be allowed to bring deck passengers.

5. This Order in Council shall have effect from the 15th day of February, 1886.

COUNCIL CHAMBER,
Singapore, 11th January, 1886.

A. P. TALBOT,
Clerk of Councils.

G.

TELEGRAM.

23rd June, 1885.

"Entrance Tamsui" harbour blocked. Steamers forbidden to enter.
We beg that port may be opened.
To British Minister, Peking.

RYRIE.

TELEGRAM.

24th June, 1885.

Yamèn state telegraphic orders issued to clear obstructions navigation at all ports immediately.

O'CONNOR.

Chairman, CHAMBER OF COMMERCE, HONGKONG.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 15th July, 1885.

No. 877.

SIR,—I am directed by His Excellency the Officer Administering the Government to transmit to you the enclosed letter to your address, received under flying seal, from Her Britannic Majesty's Chargé d'Affaires at Peking.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable P. RYRIE,

Vice-Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

PEKING, 25th June, 1885.

SIR,—I beg to acknowledge the receipt of your telegram of the 23rd instant informing me that the entrance of the Tamsui Harbour was blocked and that steamers were forbidden to enter, and requesting me on behalf of the Chamber to obtain the opening of the Port.

In reply I have to state that some days before the receipt of your telegram, I had pointed out to the Chinese Government the necessity of removing all obstructions to navigation at the Treaty Ports now that a Treaty of Peace had been concluded between France and China. I was informed, however, that the evacuation of Formosa by the French would have to be completed before full freedom of navigation could be restored, and the only modification of this decision I could obtain was a promise that telegraphic orders should be sent to the various authorities concerned, to make such preparations for the removal of the obstacles at the entrance of the various ports as would enable them to be opened at short notice.

On receipt of your telegram which arrived almost simultaneously with one to the same effect from the Chamber of Commerce at Amoy, I again applied to the Yamèn, and was then informed that the evacuation of Formosa having been completed on the 21st of June, a Decree was issued on the 23rd instant, ordering the immediate removal of obstructions at all the ports. Orders in this sense had accordingly been circulated by telegraph.

I therefore sent you on the evening of the 24th instant a telegram in the following words:—

"Yamèn states telegraphic orders issued to clear obstructions to navigation at all ports immediately."—I have, &c.,

N. R. O'CONNOR.

The Honourable P. RYRIE,

Vice-Chairman, CHAMBER OF COMMERCE, HONGKONG.

HONGKONG, 14th August, 1885.

SIR,—We beg to request that you will direct the attention of the Committee of the Chamber of Commerce to the serious injury which continues to be inflicted upon Shipping, by the delay which has occurred in the removal of the obstructions which were placed in the Canton River during the recent Franco-Chinese Embroglio. You are aware that owing to the existence of these obstructions, Coast steamers, instead of being able to proceed to the accustomed anchorage off Shameen, have to remain at Whampoa, causing an extra delay of two days and sometimes more each trip, in addition to which much risk and expense is incurred in transporting cargo from Whampoa to Canton. This was markedly experienced during the recent floods.

The Chamber of Commerce at Foochow lately moved energetically with reference to the obstructions in the River Min, and we learn with pleasure that both there and at Woosung all hindrances to customary navigation have been removed. We are not aware of any reason why the port of Canton should be in a less satisfactory position than those above named, and we trust that the Chamber may promptly take such steps as may be needful, to ensure immediate removal of all obstacles to free access to the usual anchorage at Canton.

We further beg to draw the attention of the Chamber to the grave injury which we gather from the Local Newspapers is intended to be imposed upon British Steamers trading between the open Ports of China and the Straits Settlements. That privileges should be accorded, in the waters of an English Colony, to steamers of other nationalities, denied to those under the British flag, seems to us such a flagrant injustice that we hope your Chamber will at once make such representations, as will render inoperative, legislation which would place British ships under disability vis-a-vis other flags.—We are, &c.,

JARDINE, MATHESON & Co.

H. M. BAILY, Esq.,
Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

TELEGRAM

15th August, 1885.

To British Minister, Peking.

Obstructions Canton River causing serious loss shipping. Chamber requests Minister urge authorities exercise greater expedition their removal.
CHAMBER COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 18th August, 1885.

GENTLEMEN,—I beg to acknowledge receipt of your letter of the 14th instant, requesting me to direct the attention of my Committee to the serious injury inflicted upon Shipping by the delay in the removal of obstructions in the Canton river; and, also, calling attention to the grave injury which is apparently to be imposed upon British Steamers trading between the open Ports of China and the Straits Settlements, by the accordance of privileges to steamers of other nationalities denied to those under the British flag.

Your letter received the careful consideration of the Committee at its last Meeting on the 15th instant. Her Britannic Majesty's representative at Peking has been communicated with both by telegram and by letter, with a view to securing the immediate removal of the obstructions in the Canton River, and a communication to Her Majesty's Principal Secretary of State for the Colonies on the subject referred to in the second portion of your letter will be despatched by an early opportunity.—I have, &c.,

H. M. BAILY, Secretary.

MESSRS. JARDINE, MATHESON & CO., HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 18th August, 1885.

SIR,—I have the honour to inform you that, on the 15th instant, a telegram in the following words was addressed to you by this Chamber.

“Obstructions Canton river causing serious loss shipping—Chamber requests Minister urge authorities exercise greater expedition their removal.—Chamber Commerce.

The Committee of this Chamber having learned with satisfaction from your letter of 25th June last, that telegraphic instructions had been issued by the Chinese Authorities ordering the immediate removal of obstructions at all the Treaty Ports, understood that immediate compliance with those orders would be shown by the authorities at the port of Canton.

I am requested, however, by the Committee, to state that serious loss continues to be inflicted upon shipping by the delay in the removal of the obstructions in the Canton River, no attempt having been made, as far as the

Committee is aware, to remove the barriers which were formed in the river at Whampoa during the recent hostilities between France and China.

Great inconvenience is experienced by the inability of steamers to proceed beyond Whampoa, considerable expense being necessarily incurred in conveying cargo in boats between that place and Canton, and serious loss occasioned to the steamers by the consequent delay.

Under these circumstances, I am desired by the Committee to request that you would make such representations to the Imperial Government as may secure the necessary steps being taken to obtain the restoration of the river to its former condition, and to ensure that the work be carried on with greater expedition than has been hitherto displayed, which, in the interests of foreign shipping and of the port itself is earnestly to be desired.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*

N. R. O'CONNOR, Esq.,
Her Majesty's Chargé d'Affaires, PEKING.

No. 1240.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 7th September, 1885.

SIR,—I am directed by His Excellency the Governor to transmit to you the annexed copy of a letter from Her Britannic Majesty's Chargé d'Affaires at Peking on the subject of the removal of the obstructions to navigation in the Canton River.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

H. B. M.'s Chargé d'Affaires, Peking, to the Governor of Hongkong.

No. 195.

PEKING, 20th August, 1885.

SIR,—I have the honor to inform your Excellency that having recently received a telegram from the Chamber of Commerce at Hongkong complaining that the obstructions to navigation in the Canton River were causing serious loss to shipping, and requesting me to urge the Chinese Government to cause expedition to be exercised in their removal, I at once brought the matter to the notice of the Prince and Ministers of the Tsungli Yamên.

I am now informed by His Highness and Their Excellencies that they had already written to the Governor General at Canton calling upon him to consider the arrangements to be made for removing the obstructions complained of, but that they would again request His Excellency in explicit terms to act in this matter with expedition.

I venture to ask your Excellency to cause this information to be communicated to the Chamber of Commerce.—I have, &c.,

N. R. O'CONNOR.

His Excellency Sir GEORGE BOWEN, G.C.M.G.,

Governor of Hongkong,

&c., &c., &c.

H.

PROPOSED CONGRESS OF THE CHAMBERS OF COMMERCE
OF THE EMPIRE.—1886.

LONDON CHAMBER OF COMMERCE,

84-85, *King William Street,*

LONDON, E.C., 16th June, 1885.

SIR,—I am desired, on behalf of the Council of the London Chamber of Commerce, to enquire whether your Chamber will be disposed to participate in a Congress or Conference of the whole of the Chambers of Commerce or Mercantile Associations of the British Empire, to be held in London, probably in July, 1886—in conjunction with the Indian and Colonial Exhibition which is being organised for that year. I need hardly state that this idea of a Congress is not founded upon any preconceived basis, other than bringing together for the first time, not only the Mercantile Associations of the entire Empire, but also the leading men representing those particular associations, with a view of facilitating a more intimate intercourse between those who will probably be called upon to promote the solution of questions of public or imperial interest which will arise within the next few years.

In order that there may be no misapprehension as to the economies of the proposed Conference, it is thought preferable (subject to general approval) that questions of tariffs or duties should not be discussed.

This Chamber is not desirous, at this juncture, of laying down any particular programme for the proposed Congress, but it thinks that the

best means of arranging a programme of questions to be considered by representatives attending it would be by asking each Chamber disposed to take part, to suggest (in their reply to this circular) the topics which they either consider to be of the greatest public interest or of the greatest importance to the British mercantile community. Amongst these questions will probably be found Imperial Federation, Emigration, the desirability of the Colonies joining the International Postal Union (or even in a British Postal Union of a much closer character), State Guarantee of War Risks, the Codification of Commercial Law, Bills of Lading Reform, advantages of the Metric System of weights, measures and currency, Railway Development, Means of Communication, and the opening up of new markets for goods.

If it is found that the above proposal—in its untrammelled and broadest form—is sufficiently supported to ensure the meeting being both influential and representative, it is intended on receipt of the necessary adhesions, to form a Committee of Organisation in London, composed of the Colonial Agents-General, and of one commercial representative resident in London, nominated by each Chamber of Commerce or Commercial Association taking part in the Congress. This Committee will select a programme of questions from those suggested by the Chambers or Associations themselves, as above requested, and will draw up the regulations under which the business of the Congress will be conducted.

It is confidently believed, in the United Kingdom, that if some such meeting as that which we have, intentionally, projected on broad lines—in order that its ultimate composition may be more that of the participating parties than of the London Chamber of Commerce—which desires to be recognised simply as the originator of the suggestion—could be carried out in the same friendly and serious spirit with which it is proposed, it may lead to effects upon the inter-colonial trade of this Empire, the importance of which cannot be over-estimated.

Trusting your Chamber will give this proposal its serious, and favourable consideration, and awaiting your reply,—I am, &c.

KENRIC B. MURRAY, *Secretary*.

P.S.—Chambers or Associations intending to take part in the Congress are requested to nominate their representative in London on the Committee of Organisation without delay.

The Secretary, HONGKONG CHAMBER OF COMMERCE.

INVITATION TO DULY AUTHORISED REPRESENTATIVES
OF BRITISH AND FOREIGN CHAMBERS OF COMMERCE
TO MEETINGS OF THE LONDON CHAMBER.

LONDON CHAMBER OF COMMERCE,
84-85, *King William Street*,
LONDON, E.C., *June, 1885.*

SIR,—The London Chamber of Commerce, desirous of entering into direct relations with similar Associations throughout the World, has passed a Resolution in favour of admitting to its Meetings, duly authorised Representatives of Chambers of Commerce of all Nationalities, who may be present in London, and may intimate their desire to attend the Meetings of the Council of this Chamber, which are held on the second Thursday of each month (except August and September), at 4 p.m.

I beg, therefore, that you will kindly inform the Officers and Members of the Council of your Chamber, that any gentleman nominated Representative of your Association, and furnished with a letter signed by one of its Officers confirming the nomination, will possess the right of attending any of the Council or other Meetings of this Chamber which may occur during his presence in the Metropolis.

Trusting that this arrangement may, as occasion offers, be a means of bringing our respective Associations into closer and more regular communication,—I am, &c.

KENRIC B. MURRAY, *Secretary*.

The Secretary, HONGKONG CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th *December, 1885.*

SIR,—In reply to the invitation of the Council of the London Chamber of Commerce, embodied in your letter of the 16th July last, I am directed by my Committee to state that this Chamber will be glad to take part in the proposed Congress of Chambers of Commerce or Mercantile Associations of the British Empire, to be held in London in 1886 in conjunction with the Indian and Colonial Exhibition now being organised for that year, and to inform you that the Honourable W. KESWICK, M.L.C., Chairman of this Chamber, has been unanimously elected to represent this Chamber at the Congress.

Mr. KESWICK has also been nominated Representative of this Chamber to attend the Council or other Meetings of the London Chamber of Commerce, in accordance with the invitation enclosed in your letter of the above date.—
I am, &c.,

H. M. BAILY, *Secretary.*

The Secretary, LONDON CHAMBER OF COMMERCE.

I.

POLICE NOTIFICATION.

The Applications for Permission to ship or land cargo at night having recently become unusually numerous the undersigned will be prepared to receive before the 1st July 1885, on the one side any statement in writing setting forth the supposed necessity of this work being done at night, or on the other side any objections to this course from Insurance Companies, Officers of Ships, or other parties interested.

Full freedom of action is reserved on the part of the Government.

W. M. DEANE, *Capt. Supt. of Police.*

CENTRAL POLICE OFFICE, 25th June, 1885.

(Circular.)

CENTRAL POLICE BARRACKS,
HONGKONG, 30th June, 1885.

DEAR SIR,—As in answer to the advertisement that has recently appeared in the newspapers concerning the landing and taking off cargo at night, no letter has been received in favour of such a course, I must during the present season hold that the objections against that course, viz., the noise, the increased chance of theft, and the injustice done to the officers of steamers by keeping them up all night, and thereby tending to diminish the chance of the safe navigation of the vessel, must be considered.

I do not, therefore, for the present propose to grant general permits; but applications with regard to any special steamer on any special date will, if addressed to the Inspector on Duty at the Central Police Station, be duly attended to.—Yours faithfully,

W. M. DEANE, *Capt. Supt. of Police.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 14th July, 1885.

SIR,—I have the honour to call to your attention an advertisement which appeared in the local newspapers on the 25th ultimo and subsequent dates, and, also, to a Circular letter dated 30th idem, both issued by the Captain Superintendent of Police in this Colony, copies of which I enclose, for the information of His Excellency the Administrator. I am desired to state that the Committee of this Chamber would be glad to be informed whether the Advertisement and Circular letter above referred to have been authorized by the Government, as no intimation of this is given by the documents themselves; and to mention that it appears to the Committee that the action of the Captain Superintendent of Police has been unauthorized and irregular.

The Committee would respectfully submit that the Captain Superintendent of Police has no power to impose any such regulation as he has notified upon the trade of this Colony, and would most earnestly deprecate any interference with the freedom of this Port by such Restrictions.

The Committee would suggest, moreover, that in matters of such importance to the Mercantile Community, it would be conducive to convenience were reference made to this Chamber, before any definite course of action is decided upon.—I have, &c.,

W. KESWICK, *Chairman.*

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

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 18th July, 1885.

No. 906.

SIR,—In reply to your letter of the 14th instant, I am directed by His Excellency the Officer Administering the Government, to inform you that the Captain Superintendent of Police has been instructed to the effect that no permits for landing or shipping cargo should be hereafter required.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable, W. KESWICK,
Chairman, GENERAL CHAMBER OF COMMERCE, HONGKONG.

J.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 5th August, 1885.

SIR,—It has come to the knowledge of this Chamber, that a new system of collecting fees for Permits for the discharging of vessels at night has recently been inaugurated by the Imperial Chinese Customs Authorities at the port of Canton, and that under the new regulations, Permits, which could formerly be applied for and obtained at any time when they were required by those desirous of loading and despatching vessels at night, must now be procured before the hour of 4 P.M., or between the hours of 10 A.M., and 4 P.M., irrespective of the fact that a steamship for which such Permit may be desired may not have arrived in port, and that the Permit may eventually not be required.

According to the regulations, the fees, which are heavy, must be paid previously to the issue of these Permits, and in the event of a Permit not being used, either on account of the non-arrival of the steamer or from any other cause, the amount of the fee is retained by the Customs authorities, though the Permit has of necessity not been availed of by the steamship owner.

This, in the opinion of the Committee of this Chamber, is an extremely arbitrary and unreasonable innovation, which calls for immediate redress.

The Committee is unaware whether this system prevails at the other Treaty Ports, but from information indirectly received, there is reason to believe that this is the case; and the Committee would suggest that, under the circumstances, a vigorous protest should simultaneously be made by the Chambers of Commerce at all the Treaty Ports where this system is in force to Her Britannic Majesty's Minister at Peking, calling his attention to this innovation and soliciting his favourable intervention towards obtaining its reconsideration.

A similar communication has been made by this Chamber to the Chambers of Commerce at the other Treaty Ports, with a view to securing, if possible, united action in this matter.—I have, &c.,

PH. RYRIE, *Vice-Chairman*.

The Chairman

SHANGHAI GENERAL CHAMBER OF COMMERCE.
AMOY GENERAL CHAMBER OF COMMERCE.
FOOCHOW GENERAL CHAMBER OF COMMERCE.

AMOY GENERAL CHAMBER OF COMMERCE,
AMOY, 8th August, 1885.

SIR,—The Committee of this Chamber has so far, no information of any contemplated change in the custom of granting night permits at this port.

If any such change as that described by your Committee be contemplated, the Committee of this Chamber will at once join in a protest to H. B. M.'s Minister as suggested.—I have, &c.,

ROBERT H. BRUCE, *Vice-Chairman*.

The Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

FOOCHOW GENERAL CHAMBER OF COMMERCE,
FOOCHOW, 14th August, 1885.

SIR,—I have the honour to acknowledge your despatch of the 5th instant having reference to a proposed new system on the part of the Imperial Chinese Customs Authorities as regards issue and payment for special permits, for steamers working at night and on Sundays.

On the 18th ultimo, a letter bearing on this subject, was addressed to the Commissioner of Customs by the Agents of Steamers which are in the habit of calling at this port, pointing out that the privilege of granting "special permits" at the anchorage, to work over hours had given great satisfaction, and had proved of great convenience, seeing the distance we are from the shipping.

A very courteous reply was received from Mr. HANNEN, the Commissioner of Customs, stating, that the matter had been referred to the Inspector General, and pending receipt of his reply, he had taken the responsibility of suspending the operation of the new rules.

As the old system seemed to work quite smoothly and has not, so far as this Chamber is aware, been subject to abuse, it would seem, that, an enforced payment, whether permits be used or not, is both arbitrary and uncalled for.

However, as an answer is promised by Mr. HANNEN, this Chamber, whilst wishing in every way to co-operate with yours, would meanwhile beg to delay joining in a protest to H. B. M.'s Minister at Peking on the subject.—I have, &c.,

H. P. TENNANT, *Chairman*.

To the Chairman of the CHAMBER OF COMMERCE, HONGKONG.

SHANGHAI CHAMBER OF COMMERCE,
SHANGHAI, 21st August, 1885.

No. 681.

SIR,—I have the honour to acknowledge the receipt of your letter of 5th August with regard to the new Regulations made by the Imperial Customs in respect to permits to load and discharge vessels out of the usual working hours and suggesting the co-operation of this Chamber with others, in the efforts to obtain an alteration in what cannot but be considered a serious interference with the facilities hitherto allowed for the prompt despatch of vessels at this as well as the other open Ports.

The Chamber fully concurs in the views you have expressed on the subject, and I am instructed to say it will bring the question to the notice of the proper authorities with as little delay as possible.—I have, &c.,

J. J. KESWICK, *Chairman*.

The Honourable PH. RYRIE,
Vice-Chairman, CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th September, 1885.

SIR,—I have the honour to address you, on behalf of the Committee of this Chamber, with reference to an innovation in the system of collection of fees for Permits for the discharge of vessels out of the ordinary hours, which has recently been inaugurated by the Imperial Chinese Customs Authorities at the Port of Canton, and which, the Committee is informed, has been generally adopted at other open Treaty Ports.

Under the old system, Permits could be applied for and obtained at any time when they were required by those desirous of loading and despatching vessels at night. Under the new regulations, however, all Permits must be applied for and obtained before the hour of 4 P.M., or between the hours of 10 A.M., and 4 P.M.; irrespective of the fact that a steamship for which such Permit may be desired may not have arrived in Port, and that the Permit may eventually not be required.

The fees, moreover, charged for those Permits, must be paid previously to their issue; and in the event of a Permit not being used, either on account of the non-arrival of the steamer or from any other cause, the amount of the fee is retained by the Customs Authorities, though the Permit has not been availed of by the steamship owner.

This, in the opinion of the Committee, is an extremely arbitrary and unreasonable innovation, against which they desire most earnestly to protest, and the Committee would respectfully solicit your favourable intervention and assistance towards obtaining, if possible, a reconsideration and revision of these new regulations by the Chinese Imperial Customs Authorities.—I have, &c.,

PH. RYRIE, *Vice-Chairman*.

N. R. O'CONNOR, Esq.,
Her Britannic Majesty's Chargé d'Affaires, PEKING.

HONGKONG GENERAL CHAMBER OF COMMERCE,
9th September, 1885.

DEAR SIR,—I am directed to transmit to you, for the information of your Committee, copy of a letter addressed by this Chamber to Her Britannic Majesty's Chargé d'Affaires at Peking, on the subject of the recent innovation in the system of collecting fees for Permits for the discharge of vessels at night at the Treaty Ports, with reference to which subject a letter was recently addressed to you by this Chamber.—I am, &c.,

H. M. BAILY, *Secretary*.

The Secretary,

SHANGHAI GENERAL CHAMBER OF COMMERCE.
AMOY GENERAL CHAMBER OF COMMERCE.
FOOCHOW GENERAL CHAMBER OF COMMERCE.

FOOCHOW GENERAL CHAMBER OF COMMERCE,
FOOCHOW, 22nd September, 1885.

SIR,—I have the honour to acknowledge, and thank you, for your letter of the 9th instant, accompanied by a despatch, addressed by your Chamber, to the Secretary of State for the Colonies, having reference to the Chinese Passengers Laws.

Your further communication of the 10th instant is also before me with copy of despatch to H. B. M.'s Chargé d'Affaires regarding an innovation in the system of collecting fees for the use of Special Permits for the discharge and loading of vessels.

Referring to my letter of the 14th August last, in which this Chamber declined joining in a joint protest in the matter of these permits to H. B. M.'s Minister at Peking, pending receipt of a reply from the Commissioner

of Customs at this Port, to a protest which had been sent him, signed by the various shipping firms, I have now the pleasure to state, that an answer has been received by Mr. HANNEN to the effect, that it is not in contemplation to depart from "the existing practice, in regard to issue of these special permits."

I beg to enclose, copy of despatch, for the information of your Chamber.—I have, &c.,

H. P. TENNANT, *Chairman.*

To the Chairman of the

HONGKONG GENERAL CHAMBER OF COMMERCE.

(Copy.)

CUSTOM HOUSE,

FOOCHOW, 18th September, 1885.

No. 72.

GENTLEMEN,—Referring to my letter of the 21st July last, in which I informed you that I had referred the matter of new rules relating to issue of "Special Permits" to the Inspector General for his re-consideration, and that I awaited his reply before putting them in force, I now beg to inform you that I have received his reply, to the effect, that the Commissioner of Customs at this port is authorized to act in the matter, according to what the circumstances of the trade of the port, would appear to call for.

No change, therefore, will be made for the present in the existing practice in regard to issue of these "Special Permits."—I am, &c.,

C. HANNEN, *Commissioner of Customs.*

To MESSRS. JARDINE MATHESON & Co.,

Agents "Glen" Line, Indo-China S. N. Co.,

and Douglas Steam Ship Co., Foochow,
and others.

AMOY GENERAL CHAMBER OF COMMERCE,

AMOY, 24th September, 1885.

SIR,—I have to acknowledge receipt of your despatch of the 19th instant, handing copy of a letter addressed by your Chamber to Her Britannic Majesty's Chargé d'Affaires at Peking, on the subject of the recent innovation in the system of collecting fees for permits for the discharge of vessels at night at the Treaty Ports, for which this Chamber begs to tender thanks.—I am, &c.,

ROBERT H. BRUCE, *Vice-Chairman.*

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

PEKING, 28th September, 1885.

SIR,—I beg to acknowledge receipt of your letter of the 9th instant, regarding a change in the system of collecting fees for Special Permits at Canton.

The inconvenience and expense caused to British Shipping by the introduction of the new regulations had already been brought to my notice, and I am glad to be able to inform you that since then the new regulations have been altered, and those substituted ought to prove much less onerous. The matter, however, is still engaging my best attention.—I am, &c.,

N. R. O'CONNOR.

The Honourable PH. RYRIE,

Vice-Chairman, HONGKONG CHAMBER OF COMMERCE.

K.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 23rd September, 1885.

No. 1321.

SIR,—I am directed to acquaint you, for the information of the Hongkong Chamber of Commerce, that, so far back as in a Despatch of the 21st May, 1884, His Excellency the Governor addressed the Imperial Government on the importance of opening up to commerce the neighbouring South-western Provinces of China, and especially the affluents of the Chinkiang, the Pearl, or Canton River.

2. In that and in subsequent despatches, Sir GEORGE BOWEN further expressed a hope, in the interest of the Mercantile Community of Hongkong, that the British Minister at Peking, when conducting the negotiations for the completion of the Chefoo Convention between England and China, would be empowered to urge the Chinese Government to grant this Concession.

3. The Governor's representations were forwarded to the Secretary of State for Foreign Affairs; and there ensued a long correspondence between the Foreign Office and the British Legation at Peking, of which the substance was communicated to His Excellency by the last mail from England. The interests of English commerce in this quarter are engaging the careful attention of Her Majesty's Government; fresh representations on the sub-

ject have been made to the Chinese Government; and Mr. BABER, the Chinese Secretary of the English Legation at Peking, has been sent to investigate and report upon the trade of the South-western Provinces.

4. The Governor will be at all times, glad to receive representations from the Chamber of Commerce on this and on other subjects, and to promote the success, both at London and at Peking, of all measures calculated to benefit the trade and general interests of this Colony.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*
The Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 2nd October, 1885.

SIR,—I have the honour to acknowledge receipt of your letter of the 23rd ultimo, informing this Chamber of the action taken by His Excellency the Governor with regard to the important subject of opening up to commerce of the South-western provinces of China.

On behalf of the Committee, I beg to request that you would convey the thanks of the Chamber to His Excellency for the action he has taken in the matter which so nearly concerns the commercial interests of this Colony. The Committee will be glad to make such representations to His Excellency as may appear to be called for by the future development of events relative to this question.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*
The Honourable F. STEWART, LL.D., *Acting Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th October, 1885.

SIR,—With reference to your letter of the 23rd ultimo relative to the proposed opening up to commerce of the South-western provinces of China, I have the honour to state that the Committee of this Chamber have since learned that Mr. BABER, Chinese Secretary of the British Legation at Tonquin has not proceeded southwards for the purpose of investigating and reporting upon the trade of the South-western provinces, as intimated in your letter, but that he has succeeded to another appointment elsewhere.

The Committee also understand that a British Commission has not, as yet, been despatched for the purpose of assisting in determining the boundaries of Tonquin, as was understood to be the case.

In connection with this subject, I am desired by the Committee to state that, having regard to the important considerations which cannot fail to arise upon the deliberations of the Commission in relation to the future commercial interests of Hongkong, which will, in all probability, be affected by the result of those deliberations in a greater degree than those of any other British community in the Far East, they would venture to suggest, for the favourable consideration of His Excellency the Governor, that, when the time arrives for the despatch of such a Commission, the Chamber should have the option of appointing a representative to accompany it, specially commissioned to watch over the mercantile interests of this Colony.—I have, &c.,

PH. RYRIE, *Vice-Chairman.*
The Honourable F. STEWART, LL.D., *Acting Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 29th October, 1885.

No. 1496.

SIR,—I am directed by Governor Sir GEORGE BOWEN to acknowledge the receipt of your letter of the 28th instant.

2. His Excellency was surprised to learn that Mr. COLBORNE BABER had been appointed to another post, for it was stated in a recent despatch from the Secretary of State, which was shown to yourself, that he would be sent to investigate and report on the prospects of trade in the South-western Provinces of China;—a subject to which (as you are already aware) Sir GEORGE BOWEN, in the interest of the Mercantile Community of Hongkong, drew the attention of Her Majesty's Government so far back as in May, 1884.

3. The Governor will enquire of Her Majesty's Chargé d'Affaires at Peking what arrangement will be made to supply the place of Mr. BABER.

4. Sir GEORGE BOWEN believes that Mr. JAMES HART who was lately at Hongkong, is a member of the Commission appointed to assist in determining the boundaries of Tonquin. His Excellency will at once recommend to the favourable consideration of the Imperial Government and also of the Chargé d'Affaires at Peking, the suggestion of the Chamber of Com-

merce that it should have the option of appointing a representative to accompany the Commission, and specially empowered to watch over the mercantile interests of this Colony.

5. I am to add that the Governor will acquaint the Chamber of Commerce forthwith, when he learns the result of his representations; and he will always be glad to receive suggestions from that body.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

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

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th November, 1885.

No. 1542.

SIR,—With reference to previous correspondence on the same subject, I am now directed by Governor Sir GEORGE BOWEN to acquaint you, for the information of the Chamber of Commerce, that His Excellency has been informed, in reply to his enquiries, that it has been found necessary to send Mr. BABER, to take the place of Mr. ASTON as Consul General in Corea. The Governor, however, has been assured that nothing will be lost by this change, and that Her Majesty's Legation at Peking fully recognizes the importance of opening the Canton River to trade as soon as possible.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Vice Chairman of the
HONGKONG GENERAL CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 1st December, 1885.

No. 1683.

SIR,—In continuation of my letter of the 29th October ultimo, I am directed by Governor Sir GEORGE BOWEN to acquaint you, for the information of the Chamber of Commerce, that he did not fail to recommend to the favourable consideration of Her Majesty's Chargé d'Affaires at Peking the suggestion of the Chamber that it should have the option of sending a Representative to accompany the Commission appointed to assist in determining the boundaries of Tonquin.

2. His Excellency has now received a reply from Mr. O'CONNOR to the following effect:—"With regard to the proposal, supported by your Excellency, that a British representative should be appointed to accompany the Mixed Commission, I beg to say that both the Yunnan and Kwangsi Commissions are composed solely of Chinese Officials, though some of the members are Europeans in the Chinese Maritime Service; and that they started from Canton some weeks ago. Even if this were not so, I question very much whether your Excellency's proposal would have been acceptable to the Chinese Government, from whom permission would necessarily have to be obtained."

3. With reference to the opening up to trade of the South-western Provinces of China, the importance of which the Governor has frequently pressed on the attention of the Imperial Government and of the British Legation at Peking, Mr. O'CONNOR writes:—"In reply to your Excellency's despatch, I have the honour to inform you that the exigencies of Her Majesty's Consular Service as well as other important considerations, prevented Mr. BABER from ultimately starting on the proposed journey through the South-western Provinces of China. The importance of obtaining full and reliable information on the commercial capabilities of those regions, with a view to the development of British Trade, is fully present to my mind, and I would have been very reluctant to alter Mr. BABER's original instructions, had it not seemed possible to make other and equally satisfactory arrangements, which I have no doubt will be effectual for the objects which your Excellency and the Hongkong Chamber of Commerce have so justly at heart."—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable P. RYRIE, *Vice-Chairman of the*
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 29th December, 1885.

SIR,—With reference to your letter of the 1st instant and to previous correspondence, on the subjects of the Commission appointed to assist in determining the boundaries of Tonquin, and of the opening up to trade of the South-western Provinces of China, I am requested to point out that there has been an apparent misunderstanding of the suggestion contained in the Committee's letter of the 28th October last, and to state that the desire of

the Committee was, not that this Chamber should be at liberty to send a special representative to accompany the Chinese Commission appointed for the delimitation of the Tonquin frontier, but, to accompany such British Commission as might be appointed in the future to report upon the prospects of Trade in the South-western Provinces of China.—I have, &c.,

W. KESWICK, *Chairman.*

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

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 30th December, 1885.

No. 1816.

SIR,—With reference to your letter of yesterday, on the subject of the correspondence respecting the Commission appointed to assist in determining the boundaries of Tonquin, and of the opening up to trade of the South-western Provinces of China, I am directed by His Excellency the Officer Administering the Government to inform you that both the Secretary of State for the Colonies and Her Britannic Majesty's Chargé d'Affaires at Peking will be made acquainted with the wishes of the Chamber,—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable WILLIAM KESWICK, *Chairman,*
HONGKONG GENERAL CHAMBER OF COMMERCE.

L.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 20th October, 1885.

No. 1455.

SIR,—I have the honour by direction of the Governor to inform you that it has been brought to His Excellency's notice that the British steamer *Galveston* which arrived at Hon-cohe in Cochin-China, on the 26th ultimo, and proceeded to load salt, was ordered away on the 7th instant, by the Commander of the French Gunboat *Lion*, on the ground that Hon-cohe is not an open port.

2. As Sir GEORGE BOWEN intends to lay this matter before the Imperial Government by the next mail, I am to enquire whether the Hongkong General Chamber of Commerce would desire to make any representations on this subject as affecting the commercial interests of the Colony,—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

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

HONGKONG, 23rd October, 1885.

DEAR SIR,—We beg to bring to your notice the following facts showing how the trade on the coast of Tonkin is interfered with by the French Authorities :

The British steamer *Galveston* which has been under charter to a well-known Chinese hong of Hongkong arrived at Hon-cohe in ballast on the 26th September, and after being visited by a Mandarin, commenced to ship a cargo of Salt, this she continued doing until the evening of the 7th October, when the French Gunboat *Lion* entered the bay and anchored near; Shortly after bringing up, a boat from the *Lion* came alongside and the Officer in charge enquired, where the steamer came from, what they were doing, and how long they had been there, which information was given to him.

On the following morning the boat again visited the *Galveston* and the Officer informed the Captain that Hon-cohe was not an open port, and that he had orders from the Commander of the Gunboat to inform the Captain that he must positively leave the port at twelve o'clock (noon) that day. The Captain pleaded, that he was ignorant of the port not being an open one, and as he only required about 10,000 piculs to complete his lading would the Officer grant him three days further to do so. As he said he had no authority to grant the request, the Captain went to the *Lion* and saw the Commander, who also declined to grant him any further time than until four o'clock in the afternoon it being impossible to have the engines ready by noon. He also made an entry in French in the official log-book as follows:—

“Le Commandant de la Canonnière Française le *Lion* a signifié le 8 Octobre 1885 au Capitaine du vapeur Anglais *Galveston*, que le port de

“Hon-cohe n'étant pas ouvert au commerce étranger, il devrait appareiller de cette baie dans la journée. Ce Capitaine a déclaré qu'il n'avait aucune avarie qui l'empêchât de partir et le temps était très beau.
Le Commandant du *Lion*.

Hon-cohe 8 Octobre 1885.

At 4 P.M., the *Galveston* left and proceeded to Quinhon, where the Captain waited on the authorities to try and get their permission to return to Hon-cohe to complete; as they, however, declined doing so the steamer left that port on the 10th instant, and arrived here on the morning of the 14th instant, where she is now discharging.

The total cargo should have been 40,000 piculs, and the steamer brought about 29,000,—We are, &c.,

ARNHOLD, KARBERG & Co.

The Honourable P. RYRIE, *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 26th October, 1885.

SIR,—I have the honour to acknowledge receipt of your letter of the 20th instant, stating that it has been brought to the notice of His Excellency the Governor that the British Steamer *Galveston* was ordered away from the Port of Hon-cohe on the 7th instant by the Commander of the French gunboat *Lion*, on the ground that Hon-cohe is not an open Port.

A letter has also been addressed to this Chamber by the Agents of the steamer *Galveston* setting out the facts relative to this incident, copy of which I have the honour to enclose, for the information of His Excellency the Governor.

I am desired to state that the Committee are not informed whether sovereign rights are being exercised by the French Government over the territory of Tonquin, in which this port is situated, or not.

Assuming this to be the case, and that the French Government is exercising its just prerogatives, the Committee fail to recognize any grounds upon which a protest can, with propriety, be made against the action of the Commander of the *Lion*, who, doubtless, acted under instructions from his Superiors, but, at the same time, his procedure cannot, in the opinion of the Committee, be regarded otherwise than in the light of an unfriendly act on the part of the French Authorities.

A considerable trade has, for many years, been carried on between the ports of Tonquin and Hongkong, and the closing of them to foreign trade would, undoubtedly, be most injurious to the commercial interests of this Colony.

Should, however, any such restriction be at present contemplated, the Committee trust, and confidently expect that, by means of friendly diplomatic negotiations between the French and Imperial Governments such difficulties as exist may be removed, and that the continuance of the privileges of trade with these ports of Tonquin, hitherto enjoyed by foreign ships, may be ensured.—I have, &c.,

PH. RYRIE, *Vice-Chairman*.

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

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 30th October, 1885.

No. 1502.

SIR,—Adverting to your letter of 26th instant and to previous correspondence, I am directed by His Excellency the Governor to transmit to you the annexed copy of a letter to the Consul for France, respecting the sending away of the British Steamer *Galveston* from the port of Hon-cohe by a French Gunboat, and his reply thereto.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

The Honourable P. RYRIE, *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

The Acting Colonial Secretary to the Consul for France.

(Copy.)

COLONIAL SECRETARY'S OFFICE,

No. 1483.

HONGKONG, 27th October, 1885.

SIR,—I am directed by the Governor to inform you that it has been reported to His Excellency that the British Steamer *Galveston* was directed by a French Gunboat on the 7th instant to leave the Port of Hon-cohe in Cochin-China, on the ground that it was not an open Port.

The Governor acting in the interest of the mercantile community of Hongkong, will feel obliged if you will have the goodness to inform him if you know what regulations are in force on this subject in the Ports of Cochin-China.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

LEON DEJARDIN, Esq., *Consul for France*.

CONSULAT DE FRANCE,
HONGKONG, LE 28 Octobre, 1885.

MONSIEUR LE SECRÉTAIRE COLONIAL,

Le Steamer anglais *Galveston* ayant été invité, d'après les rapports parvenus au Gouvernement Colonial, à quitter le 7 de ce mois le mouillage à Hon-cohe sur la côte d'Annam, vous avez bien voulu exprimer hier au nom de Son Excellence le Gouverneur, et dans l'intérêt du commerce de Hongkong, le désir de connaître les réglemens en vigueur sur la dite côte en ce qui concerne le commerce étranger.

J'ai l'honneur de vous informer, en réponse, que les points de la côte d'Annam ou le commerce étranger peut faire des opérations régulières sont les ports ouverts désignés au Traité conclu le 6 Juin 1834 entre la France et l'Annam, (art 4) à savoir:—Quinhon, Tourane et Xuanday. J'ai lieu de croire que, les services du port de Xuanday n'étant pas encore organisés, Quinhon et Tourane sont, pour le moment, les deux ports ouverts de l'Annam. Les négociants de Hongkong connaissent les dispositions du Traité de Hué par la traduction qui en figure dans le *Chronicle* et *Directory* de 1885.

Aucun renseignement particulier ne m'est parvenue sur le cas du *Galveston*. Le Commandant de la *Lionne* semble avoir traité avec beaucoup de ménagements une contravention douanière maritime qui était de nature à compromettre le navire et le chargement. Le Capitaine du *Galveston* appréciait probablement d'ailleurs les risques de son opération, d'après les journaux de Hongkong des 21 et 22 Septembre, le navire aurait été expédié pour Hankow, tandis que sa destination réelle était Hon-cohe, localité relativement éloignée de Quinhon et placée en dehors des limites de ce port de commerce.

Veuillez agréer les assurances de la très haute considération avec laquelle j'ai l'honneur d'être, &c.

LEON DEJARDIN.

L'Honorable F. STEWART, LL.D.,
Secrétaire Colonial.

M.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 16th December, 1885.

No. 1762.

SIR,—I am directed by the Governor to transmit to you the annexed copy of some correspondence on the subject of a proposal by the Chinese Authorities to regulate the plying of vessels used as tug-boats between Hongkong and Canton; and I am to state that His Excellency would be glad to be favoured with the opinion of the Chamber of Commerce thereon.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable W. KESWICK,

Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

H. B. M.'s *Chargé d'Affaires* to His Excellency Sir G. F. Bowen, G.C.M.G.
PEKING, 27th November, 1885.

SIR,—I have the honour to enclose herewith to your Excellency a copy of a note which I have received from the Prince and Ministers of the Tsungli Yamên, enclosing copy of Regulations which the Chinese Government desire to put into force with regard to vessels plying between Hongkong and Canton, and used at times as Tug-boats.

I see serious objections in the acceptance of these Rules, inasmuch as they seek to withdraw from Consular supervision vessels belonging to British subjects while placing them directly under the Chinese Customs Authorities like native owned ships.

Moreover, the proposal to charge for the certificate an annual fee of from 20 to 50 taels would in point of fact be tantamount to the levy of tonnage dues, and in some cases less advantageous to the owners.

In transmitting a copy of these Regulations for your Excellency's information, I feel it is not necessary for me to enter into a full consideration of a subject which will receive the careful attention of the Hongkong Government, and on which your Excellency will no doubt be good enough to favour me with your views with as little delay as possible.

I beg to say that I have forwarded a copy of the Yamên's Letter and of the Regulations to Her Majesty's Consul at Canton for his report thereon.—I have, &c.,

N. R. O'CONNOR.

His Excellency Sir G. F. BOWEN, G.C.M.G.

TUGS PLYING BETWEEN HONGKONG AND CANTON.
PROPOSED RULES FOR.

The Prince and Ministers of the Tsungli Yamên to Mr. O'Conor.

13th November, 1885.

The Prince and Ministers of the Tsungli Yamên have the honour to inform Her Britannic Majesty's Chargé d'Affaires that on the 25th day of September last, the Superintendent of Customs at Canton wrote to say that he was in receipt of a despatch from Mr. HIPPISEY, Commissioner of Customs at that Port to the following effect:—

"In the month of July a steam-launch came to Canton to tow a steamer called the *Hankow*, belonging to Messrs. BUTTERFIELD & SWIRE. As she had no special certificates tonnage dues were levied upon the launch by the Customs, to which levy the Foreign Firm objected, and requested the Consul to submit the case to the Minister at Peking for consideration, which accordingly necessitated a similar reference on the part of Mr. HIPPISEY to the Inspector-General of Customs."

"He had further to observe that of late years this description of steam launch had been plying between Hongkong and Canton for towing purposes with increasing frequency, and, as the owners of these vessels were not invariably men of respectability it was evidently necessary to take advantage of the opportunity now afforded to effect a re-adjustment. He had now, therefore, drafted a set of new rules in three articles by which supervision could be exercised for the prevention of smuggling and like irregularities."

"Upon receipt of the foregoing representation, the Yamên communicated a copy of the rules to the Inspector-General of Customs, with instructions to give them his consideration, and he has now submitted a report to the following effect:—

"There are distinct Treaty provisions regulating the management of vessels frequenting the Treaty Ports, which serve as a guide for the action to be taken in the case of foreign vessels of any description entering or leaving a port. The action to be taken in the case of a steam-tug belonging to any port, which tows vessels within the jurisdiction of the Customs of the port to which such tug belongs, is further governed by the rules of 1867 drawn up in consultation, while the action to be taken in the case of Chinese-owned steam-launches plying in a port is again provided for in the new regulations for Chinese-owned steam-launches laid down in the

present year. There are no explicit documentary provisions which can be applied, with the exception of the three sets of regulations above referred to. In the present case, as the steam-launch indicated by the Superintendent of Customs at Canton is neither a Chinese-owned launch plying within the limits of the port, nor a tug belonging to the port, but is a vessel coming to China from Hongkong, the action to be taken should, as a matter of fact, be that provided in the Treaty, that is to say, the vessel should be reported by the Consul upon entry into the port, and upon leaving should be supplied by the Customs with a Port clearance, when the Consul would return the vessel's papers. She should further pay tonnage dues every four months. Inasmuch, however, as this course of action would occasion delay in the movements of such vessels and also to the merchants making use of them, if it is practicable, as provided in the draft regulations drawn up by the Canton Customs, to make such vessels obtain a towing permit from the Customs, they would not be obliged to be reported through the Consul, but could report direct to the Customs, an arrangement that could not but be convenient for the vessel, and the merchant concerned, while the Customs would not be hampered in the action which it would be required to take."

"As the arrangements proposed appear to be of convenience both to Customs and Mercantile interests, the Inspector-General has to request that the three rules be communicated to the British Representative in Peking, to be sent by him to the high authorities of Hongkong, that orders may be given for action to be taken in accordance therewith for all vessels of this description frequenting the port of Canton. The Inspector-General would add that, not only should the tug-boat of Messrs. BUTTERFIELD & SWIRE legally pay tonnage dues in accordance with Treaty, but the levy of tonnage dues is also obligatory on the Customs under the provisions of the special rules for steam-tugs. There was, therefore, nothing incorrect in the levy of tonnage dues to the amount of taels 11. 6."

The Yamên have to observe that there is a set of rules in three articles for the control of steam-tugs plying in their own port, which were determined on after consultation and communicated to Her Majesty's Government upon the 18th of April 1867, as well as to other Governments, while the new rules affecting Chinese-owned steam-launches plying in the port to which they belong have also been officially communicated to Her Majesty's Government as well as to other Governments, both of these documents being on record.

As the class of small steam-vessels now under consideration are neither Chinese-owned steam-launches plying in the port to which they belong, nor steam-tugs plying in their own port, it is, in effect, necessary that action be taken in regard to them in the manner laid down by the Treaty. The representations above quoted now submitted by the Inspector-General of Customs being undoubtedly made in the interests of the merchant, and, further, being of a fair and equitable nature, a copy of the new rules in three articles as drafted by the Superintendent of Customs at Canton is now forwarded to Her Britannic Majesty's Chargé d'Affaires with a request that he will communicate them to the Governor of Hongkong, that orders may be given for action to be taken in conformity therewith in the case of all vessels of the class in question.

The favour of a reply is further requested, in order that the Customs establishment concerned may be directed to act accordingly.

With regard to the levy of tonnage dues to the amount of taels 11.6 upon the steam-tug belonging to MESSRS. BUTTERFIELD & SWIRE, as there was nothing improper in such levy, the matter need not be considered.

A necessary communication addressed to Mr. O'CONNOR, H. B. M.'s Chargé d'Affaires.

— — — — —
Enclosure in the foregoing Note.

Copy of the new regulations, proposed by Mr. HIPPISEY, Commissioner of Customs at Canton.

1. All steam-tugs and vessels of a similar class plying between Canton and Hongkong shall, upon their first arrival at Canton, apply to the Customs for a steam-tug certificate in which it shall be distinctly stated that the said vessel is only permitted to frequent the waters upon which large foreign vessels have always been permitted to ply, and that she is forbidden to carry cargo, or to go to any place not open to trade, infringement of these prohibitions subjecting the vessel and her cargo to confiscation. Upon taking out this certificate a fee of taels 20 will be charged for vessels, the cost of which is taels 5,000 and under, and of taels 50 for vessels the cost of which is upwards of taels 5,000.

2. Any such vessel plying to and from Canton will only be allowed to use the Whampoa passage, and upon entering the port, she will anchor temporarily at Whampoa where she will be inspected by the Customs.

Should she be found to have no cargo on board, her certificate must be delivered to the Harbour Master, who will retain it and return the same when the vessel leaves the port.

Should the vessel not pass Whampoa, but go to Canton by some other passage, or should she leave the port without getting back her certificate, a fine of taels 100 Haikwan will be levied.

When towing Chinese vessels she must present her certificate for inspection at every Customs' barrier passed, and it will be for the Officer at any Customs' barrier who may detect the vessel in carrying cargo or the commission of other irregularity to report the details to his superior officer for action.

3. Steam-tugs and other small steamers of a like class will pay tonnage dues once every four months.

— — — — —
Report by the Acting Harbour Master.

16th December, 1885.

It has not been customary for steam-launches employed as *Tugs* to obtain a "clearance" when leaving Hongkong, and therefore there is no means of knowing how often they are to be employed.

If the Chinese Authorities consider it necessary to have some check on these vessels when they go to Canton, then I think that one or other of the two courses referred to in these papers must be adopted. Either the vessel must be treated as an ordinary British Merchant Ship, report her arrival through the Consul, and pay her tonnage dues as provided by Treaty, or she must submit to such special regulations as the Chinese Authorities think fit to make.

As a matter of economy and convenience to the merchants who employ these "tugs" the proposed rules appear to have an advantage, especially if the fee for the certificate is to cover a period of 12 months as implied in the letter of H. M.'s Chargé d'Affaires, though the Rule No. 1 does not appear to me to read in that sense, and Rule No. 3 imposes dues in addition.—I have, &c.,

R. MURRAY RUMSEY, *Rt. Commander R.N.*,
Acting Harbour Master, &c.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 31st December, 1885.

SIR,—I have the honor to acknowledge receipt of your letter of the 16th instant transmitting copies of correspondence on the subject of a proposal by the Chinese Authorities to regulate the plying of vessels used as Tug-boats between Hongkong and Canton, for the opinion of the Chamber thereon.

The subject has received the careful consideration of the Committee, and I am desired to state that the Committee concur in the opinion of Her Britannic Majesty's Chargé d'Affaires, that the new rules proposed by the Commissioner of Customs at Canton should not be accepted.

A strict adherence to the Treaty provisions which regulate the course to be taken with respect to foreign merchant vessels at the Treaty Ports cannot, in the opinion of the Committee, be too strenuously insisted upon; and any regulations proposing to deal with such vessels at the open Ports, in a manner not in strict accordance with the Treaty, should be vigorously opposed.

With respect to the Tonnage Dues proposed to be levied under the new regulations now under consideration, the Committee would call attention to Art. XXX of the Treaty of Tientsin (26th June 1858), which clearly defines what dues are to be levied upon merchant vessels, *i.e.* all classes of vessels Tugs, or others.

The Committee desire, also, to record their appreciation of the manner in which this matter has been referred to the Chamber for its opinion, before definite action has been decided upon, a course which cannot fail to promote a satisfactory understanding upon all such questions closely affecting mercantile interests and the Committee would be glad if their sense of the consideration which has been shown could be conveyed by His Excellency the Administrator to Her Majesty's Chargé d'Affaires at Peking.—I have, &c.,

W. KESWICK, *Chairman.*

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

N.

45, PALL MALL,
LONDON, W., 27th August, 1885.

SIR,—I have the honour to submit copy of the address delivered to the London Chamber of Commerce in May last by Mr. HOLT S. HALLETT,

my Colleague, upon the progress made by the Colquhoun Exploration for Railway Extension to S.W. China.

2. In November next, I hope to be able to lay before you a full detailed report with maps, when Mr. HALLETT will have completed the plotting of his extensive surveys now being proceeded with at the Royal Geographical Society.

3. On my way home through India I had the honour of reporting upon the project to His Excellency Lord DUFFERIN, and since my arrival at home to Lord SALISBURY, the Minister for Foreign Affairs, and Lord RANDOLPH CHURCHILL, the Secretary of State for India.

4. The commercial community in England and the press are deeply impressed with the necessity for a vigorous commercial policy in the East and that the Burma—Siam—China railway project should be at once undertaken as the initial step of such a policy.

5. Early in October I am to address the Chambers of Commerce of London, Manchester, Liverpool and Glasgow on this subject, and I have reason to believe that in very strong resolutions these Chambers will urge upon Government the urgency of the question, and be warmly supported by the mercantile community and press of the country.

6. I would ask you to support the movement of the Home Chambers by passing a resolution in favour of the project, and addressing Government on the subject, at as early a date as possible.—I have, &c.,

A. R. COLQUHOUN.

The President, CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 4th January, 1886.

SIR,—I have the honour to forward copy of a resolution of the Committee of the Hongkong General Chamber of Commerce with relation to the recent Explorations of Messieurs HOLT S. HALLETT and ARCHIBALD R. COLQUHOUN.

Resolved.—“That this Chamber bring to the notice of the Secretary of State for the Colonies the importance attaching to the explorations of

Messieurs HOLT S. HALLETT and A. R. COLQUIHOUN in Burmah and the Indo-China States, and express a hope that the Government will support the construction of a Railway as recommended by these gentlemen, with a view to opening up communication with Western China, which would prove of great commercial value to both countries.—I have, &c.,

W. KESWICK, *Chairman.*

Colonel The Right Honourable F. STANLEY,
Her Majesty's Principal Secretary of State for the Colonies.

○

Confidential.
No. 902.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 18th July, 1885.

SIR,—I have the honour, by direction of the Officer Administering the Government, to forward to you *confidentially* the accompanying copy of a Treaty between France and China, and to request you to be good enough to favour him with your opinion thereon from a commercial point of view, as the Secretary of State has telegraphed for His Excellency's early observations on it.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable W. KESWICK,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

Translation of Chinese Text of Franco-Chinese Treaty.

June, 1885.

His Majesty the Emperor of China, and the President of the French Republic, being desirous to terminate the misunderstanding which arose from the fact of the two countries being simultaneously engaged (in military operations) with Annam, and wishing to re-establish the former conditions of amity and commerce by the conclusion of a new Treaty to the advantage of both Powers, on the basis of the preliminary convention of Tientsin, of the 17th May 1884, approved by Imperial Edict on the 13th April 1885,

Have appointed as their Plenipotentiaries, that is to say:—His Majesty the Emperor of China, LI, Imperial Commissioner with plenipotentiary powers, Grand Secretary of the Wen-Hua Throne Hall, Grand Tutor of the Heir Apparent, Minister Superintendent of Trade for the Northern Sea-board, Governor General of Chih-li, and a member of the 1st rank of the third grade of hereditary nobility with the laudatory appellation SU-I, and HSI, Imperial Commissioner, Minister of the Tsung-li Yamên, President of the Board of Punishments, Superintendent of the Three Treasuries of the Board of Revenue, Director of the studies of the hereditary officials of the left wing of the Banner Forces, and Lieutenant-General of the Bordered Yellow HAUCHÜN Banner Corps,—and TENG, Imperial Commissioner, Minister of the Tsung-li Yamên, and Director of the Court of State Ceremonial,—and the President of the French Republic, M. PATENÔTRE, Officer of the Legion of Honour, bearer of the first class of the Swedish Order of the Star of the North, Minister Plenipotentiary residing in Peking for the conduct of French Affairs—who, after having communicated to each other their respective full powers, and found them to be in due form, have concluded the following Treaty:—

ART. I. The Government of France engages to repress disturbance and to maintain order throughout those parts of Annam which are continuous with the Chinese frontier. With respect to the banditti who maltreat the people, and persons of bad character who follow no occupation, it rests wholly with the French Government to take due measures to disperse them or to expel them from the Country, and to keep watch against their reassembling for purposes of disorder.

But under no circumstances shall French Troops ever cross the frontier of Tongking into Chinese Territory.

The French Government, moreover, while distinctly engaging, on its own part, not to encroach upon the frontier in question, also guarantees it against violation from other quarters.

In all cases of banditti escaping across the frontier into the border provinces of China, it will rest with the Chinese Government to take measures to disperse them, or to expel them from the Country. If banditti consort together in Chinese territory and conspire to attack people under the protection of France, it will also rest with the Chinese Government to disperse them. The French Government having assumed the responsibility of securing the peace of the frontier, the Government of China, on its part,

engages not to send troops into Tongking. With reference to the mutual rendition by China and Annam of absconding criminals, a separate and special article will be drawn up by the Governments of France and China. All residents of Chinese nationality including desbanded troops, peaceably pursuing their avocations in Annam, whether as agriculturists, artisans or traders, against whom no charge lies, will be entitled to the same security of person and property as those who are under the protection of France.

ART. II. The Government of China, having expressly agreed not to oppose such action as France may take for the repression of disturbance and the maintenance of order, now and henceforward recognizes the validity of all treaties and regulations, existing or forthcoming, between France and Annam. As regards the relations of China with Annam, it is expressly declared that the honour and dignity of China shall not be prejudiced, nor on the other hand shall the present Treaty be infringed.

ART. III. Within a period of six months from the signature of the present Treaty, the two Powers will severally appoint Commissioners to proceed to the frontier of China and Tongking, and jointly determine its delimitation. In places where the border line is not well defined, they will set up station marks to form a conspicuous boundary. If, with reference to the position of such marks, or with reference to such slight rectification of the present frontier of Tongking as may be advisable in the interest of both Powers, a difference of opinion should arise (between the Commissioners) they will refer for instructions to their respective Government.

ART. IV. The delimitation of the frontier having been determined, all French subjects or persons under French protection, or aliens residing in Tongking, who desire to cross the frontier into China, will, before proceeding upon their journey, obtain a passport, to be issued by the Chinese frontier officials on the request of the French Authorities. In the case of Chinese subjects crossing from Tongking to China the Chinese frontier officials may issue passes at their own discretion.

On the other hand, when Chinese subjects desire to enter Tongking overland from Chinese territory, application for the necessary passports will be made by the Chinese Officials to the French Authorities.

ART. V. Merchants of French nationality, or under French protection, or of Chinese nationality shall be allowed to convey goods to and fro, overland, across the border of China and Tongking.

The number and situation of the places which are to be assigned as commercial depôts will be subsequently determined after a careful consideration of the trade returns and the lines of communication, in general accordance with the regulations which now prevail in Chinese territory, the principle (of the arrangement) being the selection of two points on the Chinese frontier as depôts of trade, one above Pao-shêng, and another to the north of Langson, in which French merchants will be free to reside with the same privileges and responsibilities as obtain in the Treaty Ports. The Chinese Government will establish customs at these places for the levy of duties; and at those places the French Government may appoint Consuls, whose powers and privileges will be identical with those which are exercised by French Consuls at Treaty Ports. The Chinese Government will also be free to arrange with the Government of France for the appointment of Chinese Consuls in the principal cities and towns of Tongking.

ART. VI. Regulations for the conduct of overland trade between Tongking and the Chinese provinces of Yunnan and Kwangsi will, within three months of the signature of the present Treaty, be jointly discussed and concluded by Commissioners appointed by the two Powers, and will form a supplement to the present Treaty. The duties to be levied on goods imported or exported across the frontier of Yunnan and Kwangsi will be lower than under the existing Commercial Tariff; but such reduction of duties is not to apply to the case of overland trade across the border between Tongking and Kwangtung, nor again does it affect the present Treaty Ports. The sale and transport of firearms, military weapons, munitions of war and explosive materials, will be treated in accordance with the regulations which are in force in the territory of both countries. The import and export of opium will form the subject of a special clause of the Trade Regulations, and a special clause will also determine the question of the coasting trade between China and Annam, pending which the existing rules will remain in force.

ART. VII. The present Treaty is drawn up by China and France with the purpose of improving friendly relations and extending commercial intercourse between conterminous countries. The Government of France, in full sympathy with such purpose, will open roads in the Tongking region, and will encourage the construction of railways. It is distinctly declared by the two Powers that if at some future time China shall decide to co-

construct railways, the Chinese Government shall have recourse to the co-operation of French Experts, and the Government of France shall afford the fullest assistance in the matter of engaging workmen. It is distinctly declared by the two Powers that this clause is not to be regarded as conferring exclusive advantages upon France.

ART. VIII. The Commercial Articles of the present Treaty and the several Regulations which are to be drawn up, may be revised at the end of ten years from the Exchange of Treaty. If no notice of a desire to revise the Treaty be given by either side six months before the expiry of that term, then the Commercial Articles and regulations shall retain their force for ten years more, and so it shall be, after this manner.

ART. IX. Immediately upon the signature of the present Treaty by the two Powers, the French forces will be directed to withdraw from Kelung, and the search (of vessels) off the coast and other such like measures will be discontinued. Within one month from the date of signature, Formosa and the Pescadores Islands shall be completely evacuated by the French troops.

ART. X. The provisions of former Treaties between China and France except in so far as they are modified by the present agreement will retain their original validity.

The ratifications of the present Treaty, under the hand of His Majesty the Emperor of China, and under the hand of the President of the French Republic, shall be forthwith exchanged at the capital of China.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 22nd July, 1885.

SIR,—I have the honour to acknowledge receipt of your letter of the 18th instant forwarding confidentially a copy of the Treaty between France and China recently entered into, and requesting the opinion of the Chamber upon the document from a Commercial point of view.

The Committee are obliged to His Excellency the Administrator for the opportunity of expressing the views of the Chamber, but without

knowing something of the nature of the regulations, &c., which are to be drawn up by special Commissioners under Article VI, it is difficult to say more than, that the Commercial clauses of the Treaty appear to have been framed in a liberal and progressive spirit.

There are special privileges to the French implied by a reduction of duties, below those paid at the Treaty ports of China, on the frontier trade between Tongking, Yunnan and Quangsi, and the right to appoint Consular officers at certain places in these Provinces is important.

The latter right will, under the favoured nation clause, become the privilege also of other nations having Treaties with China, but the differential rate between maritime and frontier duties will hardly become applicable under these clauses unless the Chinese, as has been urged by this Chamber, open up the water communications of Kwangtung into western China, where directly conveyed merchandize should become subject to no greater duty than is borne by goods crossing the frontier by land.

This frontier trade and the occupation of Tongking by France, again bring to the front very forcibly the question of representing to China the importance of no longer hesitating to open to foreign enterprise the navigable waters of China generally, but more especially the views of the southern provinces.

On the 3rd July of last year the Chamber addressed the late Sir HARRY PARKES, Her Britannic Majesty's Minister Plenipotentiary at Peking on this subject, when the Fournier Convention was announced, and the Committee enclose a copy of the letter, as it bears directly on the Treaty now under consideration.

The concluding portion of Article VI, touching the coasting trade between China and Annam, is of special importance to this Colony, the shipping interests of which are so great, and Her Majesty's Government should watch with jealous care that the Colony is no less favourably placed than it always has been in regard to Coast traffic and intercourse with the territories now under French protection.—I have, &c.,

W. KESWICK, *Chairman.*

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

Supplementary Appendix.

FOOCHOW GENERAL CHAMBER OF COMMERCE,
FOOCHOW, 18th November, 1885.

SIR,—As the export of Tea from China to the Australian Colonies is of considerable importance, I would ask your kind co-operation in trying to arrive at the actual figures as accurately as possible. In your valued Market Report of the 9th instant, I see, the export from China to Australia and New Zealand is put down at 20,847,817 lbs. whereas this amount represents only the direct export from Foochow alone, as per our circular dated the 23rd ultimo; and the whole export from Canton and Macao, as well as all shipments from this via Hongkong, have not been taken into consideration. The former is roughly estimated at 4 to 500,000 lbs. and the latter naturally vary a good deal. To mention one instance, at the very beginning of this season the *Tannadice* carried quite a quantity of Foochow teas from your port to the Colonies which has never appeared in the statistics, except that it is included in the export from here to Hongkong.

Referring to your Secretary's remarks of the 6th September, 1884, about the difficulty in obtaining any reliable information as to the shipments from Canton and Macao, I take leave to suggest that the Agents of the various steamers leaving yours for Australia, might be asked to furnish the required figures to the best of their knowledge, and even if those figures should not always be accurate, they probably would answer the purpose, and give an approximate idea of the total export.—I have, &c.,

H. P. TENNANT, *Chairman*.

To the Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 8th December, 1885.

SIR,—I beg to acknowledge receipt of your letter of the 18th ultimo, requesting the co-operation of this Chamber in trying to arrive at the actual

figures as accurately as possible in the "Export of Tea from China to the Australian Colonies."

In accordance with your suggestion, application has been made to the Agents of the various steamers leaving this port for Australia, requesting them to furnish particulars of the weight of teas shipped by their steamers to Australia, but the same difficulty exists as was the case last year, when a similar attempt was made to obtain the figures desired.

The Shipping Agents state that no particulars of such shipments to Australia are supplied to them and that they have no knowledge of the species of Tea contained in, or the weight of, the packages. The weight of the packages varies considerably, and their number is practically no index to the number of pounds contained in them.

With regard to the shipments of Tea from Foochow to Australia via Hongkong, the situation is the same. The Shipping Agents have no particulars furnished to them of the weight of those tea shipments, and any information as regards them would have to be obtained from Foochow, which information your Chamber would probably be in a better position to obtain on the spot than the Agents here.—I have, &c.,

P. H. RYRIE, *Vice-Chairman*.

The Chairman, FOOCHOW GENERAL CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 10th November, 1885.

No. 1553.

SIR,—I am directed by His Excellency the Governor to transmit to you the annexed copy of a letter from the Consul for France in this Colony intimating that Steam Engines Machinery, &c., will be admitted into Haiphong and Hanoi free of Customs dues up to 1st July, 1886.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

The Honourable P. RYRIE,

Vice-Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

Copy.

HONGKONG, le 7 Novembre, 1885.

Monsieur LE SECRÉTAIRE COLONIAL,

Le Général de Courcy, Commandant en Chef au Tonkin, m'informe que les machines et mécaniques, les appareils complets à vapeur et autres, fixes ou mobiles, et les embarcations à vapeur seront admis en franchise de douane dans les ports d'Haiphong et de Hanoi jusqu'au 1er. Juillet 1886.

J'ai l'honneur de vous faire part de cette décision, qui peut intéresser le commerce de Hongkong.

Veillez agréer les assurances de la haute considération avec laquelle j'ai l'honneur d'être, etc.

LEON DEJARDIN.

L'Honorable F. STEWART, LL.D., *Secrétaire Colonial.*

MONTHLY SALES

COMPILED BY

CHAMBER OF COMMERCE,

DURING THE YEAR 1885.

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
COTTON YARN.				
BOMBAY,—Nos. 10 @ 20s., .....bales	7,097	12,024	16,561	12,421
ENGLISH,—Nos. 16 @ 24s., "	625	805	1,862	1,643
Nos. 28 @ 32s., "	50	88	1,039	286
Nos. 38 @ 42s., "	115	275	1,250	50
COTTON PIECE GOODS.				
GREY SHIRTINGS,—6 lbs., .....pieces	9,950	5,750	1,400	...
7 lbs., "	13,480	4,750	12,500	2,700
8.4 lbs., "	30,250	39,650	28,450	44,180
9.10 lbs., "	4,300	6,900	5,850	4,450
WHITE SHIRTINGS, "	30,430	53,614	40,196	48,280
T-CLOTHS,—6 lbs. 32 in., Ordinary, "	2,900	2,000	900	900
7 lbs. 32 in., Ordinary, "	2,000	...	1,900	...
6 lbs. 32 in., Mexicans, ..... "	...	...	1,300	...
7 lbs. 32 in., Mexicans, "	19,720	35,650	18,439	38,260
8 @ 8.4 oz. 36 in., "	12,850	18,050	9,050	1,550
DRILLS,—English, 40 yards, 13 $\frac{1}{4}$ @ 14 lbs., ... "	2,050	1,300	1,620	2,295
FANCY COTTONS.				
TURKEY RED SHIRTINGS,—2.4 @ 3 lbs., .....pieces	7,067	6,370	2,170	1,400
BROCADES,—Dyed, "	1,848	...	950	2,250
DAMASKS, ..... "	...	...	...	...
CHINTZES,—Assorted, "	500	670	1,467	...
VELVETS,—Black, 22 in., "	300	1,080	300	150
VELVETEENS,—18 in., "	480	...	360	...
HANDKERCHIEFS, .....dozen	...	...	6,000	...

COMMERCE DURING THE YEAR 1885.

May.	June.	July.	August.	September.	October.	November.	December.	Total for 1885.
14,064	13,541	21,223	22,175	15,959	14,624	11,395	7,448	168,532
1,935	1,612	3,313	989	600	55	817	1,240	15,496
1,074	510	155	350	...	1	...	...	3,553
835	545	1,079	787	35	1	2	...	4,974
6,550	3,825	10,900	1,975	2,175	2,000	22,800	7,025	74,350
5,000	700	5,650	8,800	2,650	3,550	1,400	5,400	66,580
16,200	24,050	40,220	18,050	35,250	13,650	9,700	26,250	325,900
3,900	4,250	12,450	4,000	1,750	6,560	2,600	10,200	67,210
42,397	20,468	38,536	16,013	15,432	18,918	38,132	42,845	405,261
800	1,000	3,250	2,550	560	2,350	2,500	13,000	32,710
...	4,850	4,350	...	2,175	...	5,200	7,300	27,775
...	...	...	...	1,750	...	200	750	4,000
29,000	4,600	27,000	45,250	19,220	35,586	4,550	19,400	296,675
6,600	500	17,850	12,750	15,350	13,600	10,300	19,400	137,850
1,420	1,645	1,315	3,150	1,845	1,785	2,105	1,050	21,580
5,710	17,330	9,630	...	7,400	1,820	6,500	2,450	67,847
...	250	2,030	...	900	750	700	...	9,678
...
120	60	1,000	100	1,640	...	...	...	5,557
198	150	360	300	210	1,950	600	...	5,598
72	90	1,112	744	240	1,704	1,632	1,266	7,700
2,000	...	1,000	...	...	1,600	...	...	10,600

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
METALS,—Continued.				
JAPAN COPPER,—Slabs, .....piculs	...	slabs 224 piculs 100	...	208
Tiles, "	...	200	...	...
TIN, .....slabs	pcls. 250	...	1,000	...
TIN PLATES, .....boxes	2,700	1,900	2,500	700
STEEL, .....tubs	...	boxes 2,500 tubs 3,400	1,300	boxes 500 tubs 400
SUNDRIES & COALS.				
QUICKSILVER, .....flasks	600	300	...	200
WINDOW GLASS, .....boxes	4,500	2,250	boxes 1,000 cases 500	boxes 2,500 cases 500
KEROSENE OIL,.....per 10 gallon cases	...	...	...	...
COALS,—Cardiff, .....tons	...	...	4,153	...
Australian,..... " "	5,100	9,300	11,150	9,900
Keelung,..... " "	...	...	...	...
Japan,..... " "	...	6,200	3,690	5,700
CHINA, INDIA & STRAITS PRODUCE.				
RICE,—Saigon,.....piculs	} 86,300	92,700	324,700	193,000
Siam, "				
Japan, "				
SUGAR,—Brown & White (Canton, Hoihow, and Philippines,.....)	} 5,500	4,950	47,250	6,300
Sugar Candy, "				
CAMPHOR,—Formosa,..... "	...	200	...	...
Japan, "	piculs 450 tubs 1,450	piculs 500 tubs 1,500	piculs 750 tubs 1,967	1,100
PEPPER, "	50	165	955	360
SALTPETRE, .....bags	3,200	7,600	4,800	3,800
SANDALWOOD, .....piculs	500	...	...	tons 270

COMMERCE DURING THE YEAR 1885,—(Continued).

May.	June.	July.	August.	September.	October.	November.	December.	Total for 1885.
800	piculs 600 Slabs 200	1,200	...	...	...	...	500	{ pcls. 3,408 slabs 444
50	...	800	...	...	...	...	500	1,550
...	...	280	85	...	...	200	...	{ slabs 565 pcls. 1,250
3,250	1,100	1,800	2,150	570	3,150	1,000	boxes 900 slabs 370	{ bxs. 21,720 slabs 370
...	...	boxes 2,500 tubs 2,000	bxs. 1,000	600	boxes 1,000 tubs 1,000	1,000	...	{ bxs. 7,500 tubs 9,700
200	1,100	1,250	1,500	400	530	2,250	350	8,680
boxes 1,000 cases 3,500	boxes 500 cases 1,500	boxes 2,000 cases 1,000	3,500	4,000	2,000	1,000	5,500	{ bxs. 29,750 cases 7,000
...	1,000	...	...	10,000	...	15,000	...	* 26,000
...	5,400	2,100	2,300	3,000	...	2,200	650	19,803
8,400	2,459	6,640	9,000	4,350	18,480	8,200	4,700	97,679
...
...	...	...	1,500	1,000	1,500	350	1,800	21,740
255,800	208,300	238,000	180,200	153,000	245,700	189,300	122,400	2,289,400
4,800	8,000	12,980	4,720	5,900	10,100	6,750	7,950	125,200
...	...	...	...	...	50	...	...	250
piculs 300 tubs 1,300	piculs 500 tubs 1,700	piculs 300 tubs 2,085	piculs 550 tubs 650	piculs 200 tubs 500	1,000	1,400	tubs 1,200	{ pcls. 7,050 tubs 12,352
705	720	515	420	390	...	...	bags 60	{ pcls. 4,280 bags 60
2,000	4,100	3,059	2,263	1,988	...	...	4,196	37,006
3,000	4,500	6,000	...	1,500	...	...	2,500	{ pcls. 18,000 tons 270

* The total sales for the year but not reported to the Chamber, may be estimated at 600,000 cases.

FORTNIGHTLY CURRENT QUOTATIONS

QUOTATIONS.	On London, Bank, 4 months' sight.	Private Credits, 4 months' sight.	Docu-mentary, 4 months' sight.	On France, 4 months' sight.
Fortnight, ending 5th January,	3/7½	3/7¼	3/7½	Fcs. 4.56
Do., do. 19th January,	3/7½	3/7¼	3/7½	Fcs. 4.56
Do., do. 2nd February,	3/6½	3/7	3/7½	Fcs. 4.54
Do., do. 16th February,	3/6½	3/6¾	3/6¾	Fcs. 4.51
Do., do. 2nd March,	3/6½	3/6¾	3/6¾	Fcs. 4.51
Do., do. 16th March,	3/6¾	3/6¾	3/6¾	Fcs. 4.51
Do., do. 30th March,	3/6¾	3/6¾	3/6¾	Fcs. 4.51
Do., do. 13th April,	3/6½	3/6¾	3/6¾	Fcs. 4.50
Do., do. 23rd April,	3/6¾	3/6¾	3/7	Fcs. 4.52
Do., do. 6th May,	3/7	3/7½	3/7¼	Fcs. 4.54
Do., do. 20th May,	3/6¾	3/6¾	3/6¾	Fcs. 4.51
Do., do. 3rd June,	3/6¾	3/6¾	3/7	Fcs. 4.52
Do., do. 17th June,	3/6¾	3/6¾	3/7	Fcs. 4.51
Do., do. 1st July,	3/6¾	3/7	3/7¼	Fcs. 4.52
Do., do. 15th July,	3/7	3/7¼	3/7½	Fcs. 4.54
Do., do. 29th July,	3/7½	3/7¾	3/7½	Fcs. 4.55
Do., do. 12th August,	3/7½	3/7¾	3/7½	Fcs. 4.55
Do., do. 26th August,	3/6¾	3/7	3/7½	Fcs. 4.52
Do., do. 10th September,	3/6¾	3/6¾	3/6½	Fcs. 4.47
Do., do. 24th September,	3/6¾	3/6¾	3/6½	Fcs. 4.47
Do., do. 12th October,	3/5½	3/5¼	3/5½	Fcs. 4.42
Do., do. 26th October,	3/5¾	3/6	3/6½	Fcs. 4.44
Do., do. 9th November,	3/5¾	3/5½	3/6	Fcs. 4.43
Do., do. 23rd November,	3/5¼	3/5½	3/5¾	Fcs. 4.38
Do., do. 7th December,	3/4¾	3/5½	3/5¼	Fcs. 4.35
Do., do. 21st December,	3/4¾	3/4½	3/4¾	Fcs. 4.31

DURING THE YEAR 1885.

On Bombay, Demand.	On Calcutta, Demand.	Bar Silver.	Sycee.	Clean Mexican Dollars.	Gold Bars, 98 touch.	Gold Leaf, 100 touch.	Tele-graphic Trans-fer.
Rs 220½	Rs 220½	9¼% prem.	8½% prem.	¾% prem.	\$28.15	\$29.10	3/6¼
Rs 220½	Rs 220½	9¾ " "	8 " "	¾ " "	\$28.15	\$29.10	3/6¼
Rs 220½	Rs 220½	9¾ " "	8¾ " "	¾ " "	\$28.30	\$29.25	3/6
Rs 220½	Rs 220½	10½ " "	9 " "	½ " "	\$28.45	\$29.40	3/5¾
Rs 220½	Rs 220½	9½ " "	8¼ " "	¾ " "	\$28.68	\$29.60	3/5¾
Rs 222¼	Rs 222¼	8¼ " "	7¼ " "	¾ " "	\$28.70	\$29.60	3/5¾
Rs 222½	Rs 222½	9¼ " "	8½ " "	¾ " "	\$28.70	\$29.65	3/5¾
Rs 222	Rs 222	8¼ " "	7¼ " "	¾ " "	\$28.75	\$29.70	3/5¾
Rs 221	Rs 221	8.60 " "	7.60 " "	¾ " "	\$29.80	\$29.85	3/6
Rs 220	Rs 220	9.25 " "	8.10 " "	¾ " "	\$29.00	\$29.95	3/6
Rs 223½	Rs 223½	8.75 " "	7.60 " "	¾ " "	\$28.55	\$29.50	3/5¾
Rs 224	Rs 224	8.75 " "	7.50 " "	½ " "	\$28.40	\$29.35	3/6
Rs 224	Rs 224	8¾ " "	7.70 " "	¾ " "	\$28.45	\$29.40	3/6
Rs 225½	Rs 225½	9 " "	7¾ " "	¾ " "	\$28.40	\$29.35	3/6½
Rs 227¼	Rs 227¼	9 " "	7¼ " "	¾ " "	\$28.25	\$29.20	3/6½
Rs 228¼	Rs 228¼	9 " "	7¾ " "	7 " "	\$28.15	\$29.10	3/7¼
Rs 227¼	Rs 227¼	8¾ " "	7¼ " "	0.70 " "	\$28.15	\$29.10	3/6¾
Rs 228¼	Rs 228¼	9 " "	8 " "	¾ " "	\$28.15	\$29.30	3/6¼
Rs 228½	Rs 228½	8½ " "	7½ " "	¾ " "	\$28.35	\$29.50	3/5¾
Rs 228¼	Rs 228¼	8½ " "	7½ " "	½ " "	\$28.60	\$29.55	3/5½
Rs 228	Rs 228	8 " "	7 " "	½ " "	\$28.85	\$29.95	3/5
Rs 228	Rs 228	8¼ " "	7¼ " "	½ " "	\$28.75	\$29.85	3/5¼
Rs 228	Rs 228	8 " "	7 " "	¾ " "	\$28.80	\$29.90	3/5½
Rs 225	Rs 225	7.70 " "	6.70 " "	¾ " "	\$28.90	\$30.00	3/4¾
Rs 222¼	Rs 222¼	8 " "	7 " "	1¼ " "	\$29.10	\$30.20	3/4¾
Rs 223	Rs 223	9¼ " "	8.20 " "	1½ " "	\$29.91	\$31.00	3/3¼

THE POSTMASTER GENERAL'S REPORT.

GENERAL POST OFFICE,

HONGKONG, *January 1st, 1886.*

SIR,—I have the honour to report on the British Postal service in Hongkong and China during 1885.

2. For several years past the Annual Report of this Department has been commenced with a remark on the absence of anything of importance to record. The year under review has, however, been somewhat eventful.

3. The Money Order relations of this Colony have undergone a very marked extension. In the Postal Report for 1878 the following passage will be found:—

“Applications are not infrequently received for Money Orders on Continental Countries, the United States, &c., and though it would certainly not be worth while to keep accounts with those countries for the sake of, perhaps, one order every three months exchanged with each, yet such applications are always refused with regret. If there were a sort of International clearing-house, say at Berne, and it were understood that each Post Office should keep accounts with that clearing-house, and with that only, it would then be not only possible, but also easy for every Union country to exchange Money Orders with every other Union country.”

4. To a very great extent the above suggestion has been realised. The International clearing house, however, is not at Berne, but in London, and the system of Through Money Orders (as they are called) adopted there has admitted this Colony to money order relations with nearly the whole of the Continent of Europe, the United States, Canada, Bermuda, the South and West African Colonies, Cyprus, Egypt, the Falkland Islands, Honduras, the West Indies, Iceland, Madeira, Mauritius, Newfoundland, S. Helena, the Seychelles, and New Zealand. Chinese in New Zealand send money orders here through London rather than not send them at all. A money order exchange with France has been arranged by way of India, and the same means has been adopted for the exchange of money orders with Goa. In addition to these, conventions for the direct exchange of orders have been entered into with Hawaii and North Borneo.

5. The following table shews the number of Through Money Orders which have been forwarded by way of London since the system was commenced a year ago. It will be seen how impracticable it would be to

maintain a separate system with each country whilst the amount of business is so small, and yet that the total amount remitted is not inconsiderable.

<i>Country.</i>	<i>No. of Orders drawn.</i>	<i>Total amount of Orders.</i>		
Belgium,.....	3	£ 15.	11.	5
Canada,	6	29.	1.	7
Denmark,	6	27.	0.	3
Egypt,	1	2.	0.	0
Germany,	46	176.	1.	9
Holland,.....	2	8.	17.	11
Italy,	2	1.	19.	11
Mauritius,	1	4.	0.	3
Natal,	1	2.	17.	1
New Brunswick,	1	5.	0.	0
Norway,	2	2.	10.	0
Portugal,	7	9.	18.	0
Sweden,	5	24.	13.	3
United States of America,	22	83.	14.	0
West Indies (British),...	1	5.	0.	0
TOTAL,	106	£ 398.	5.	5

6. The sale of Postal Notes has kept up during the year. They are a great convenience at the smaller Ports, where Money Orders are not to be had. The steady decline in the value of silver has, however, introduced some difficulty into the system. It is absolutely necessary to offer these notes for sale at a fixed rate of exchange, which of course must not be more than a trifle above the rate of the day. But, whatever rate has been fixed, exchange has always slipped down lower, thus necessitating frequent re-adjustment of accounts and leading to much trouble.

7. Siam has entered the Postal Union, and a properly organised Post Office has been opened at Bangkok under the direction of H. R. H. Somdet Phra Chow Nong Ya Tho Chow Fa Bhanurangse Swangwongse Krom Hluang Bhanuphanduwongse Woradej, Minister of Posts and Telegraphs. A kind of unrecognised agency of the Hongkong Post Office used to be maintained in the Consulate General at Bangkok, where Hongkong stamps were sold, and where a letter could be registered. The new service is in every way an improvement, and completes the chain of Post Offices which

may now be said to encircle Asia, at least from Aden to Hakodate. The gradual opening of Corea has of course led to a considerable increase of correspondence for that country.

8. Perhaps the event of the year most interesting to the public has been the establishment of a Parcel Post with the United Kingdom and several West Indian islands. This service is as yet in its infancy, but the following figures will show that it is to be largely availed of:—

Outward Parcels.

Date of Mail.	Number of Parcels.	Net weight.	Total declared value.	Postage accruing to Colony.
October 13,	42	74 lb.	£ 54. 3. 0.	\$ 9.00
„ 27,	46	92 „	91.19. 5.	10.90
November 10,*	150	219 „	292. 2. 6.	28.90
„ 24,	109	156 „	105. 7.10.	21.60
December 8,	88	158 „	108.16. 6.	19.10
„ 22	68	128 „	102. 9.11.	15.90
TOTAL,....	503	827 lb.	£754.19. 2.	\$105.40

* Christmas and New Year Mail.

Inward Parcels.

London Date.	Number of Parcels.	Net weight.	Total declared value.	Postage accruing to Colony.
October 6,	102	208 lb.	£.92. 0. 0.	\$25.50
„ 20	106	176 „	104. 2. 2.	21.90
November 3	102	206 „	184. 9. 7.	24.70
„ 17	* 192	346 „	141. 5. 7.	43.30
TOTAL,....	502	936 lb.	£521.17. 4	\$115.40

* Christmas and New Year Mail.

9. The contents of the parcels sent home have chiefly been these:—Bamboo-ware, beads, bronzes, cards, carvings, chinese ink, cigars, clothing, curios, drapery, dolls, d'Oyleys, fans, ferns, fruit, handkerchiefs, insects, jewellery, lace, lacquered-ware, manuscript, mats, needlework, patterns, peppermint oil, photographs, pictures, pipes, porcelain, rugs, seeds, shells, silks and gauze, silver, skins, sticks, tea, toys, watches.

The contents of parcels sent from home have been:—Accoutrements, arms, books, cake, cards, clothing, cosmetics, cutlery, electro-plate, feathers, flags, flowers, fruit, haberdashery, instruments, jewellery, labels, lace, lamps, lamp-wick, leather, medals, medicine, millinery, music, needlework, patterns, perfumery, photographs, pictures, price lists, silk and velvet, stationery, table linen, telescopes, tops, watches.

10. The following table shows the number of Parcels despatched to and from the various ports of China, all the rest were to and from Hongkong:—

	<i>Outward Parcels.</i>	<i>Inward Parcels.</i>
Shanghai,	99	192
Hoihow, .....	...	...
Canton,	29	22
Macao,.....	...	...
Swatow,.....	8	3
Amoy,.....	15	11
Foochow,	15	7
Ningpo,.....	6	8
Hankow,.....	10	11
H. M. Fleet, .....	...	26
Total,.....	182	280

11. This opportunity may perhaps be taken of explaining that a parcel for China can be posted at any Post Office in the United Kingdom, at the rate of 10*d.* a lb, and that it will be conveyed under Registration to, and delivered free at any of the Ports named in the last paragraph, or that it can be forwarded, at the sender's risk, to any other place in China to which there is communication.

12. It is already evident that the inward Parcel system will lead to a number of those false alarms about losses which are always being raised from time to time about every kind of correspondence. The Parcel mail leaves London only fortnightly, and even then comes out by way of Gibraltar. It is quite possible therefore that a letter may arrive here nearly three weeks before a parcel posted about the same time. The addressee meanwhile is convinced his parcel is lost. Except however by some casualty, such as fire or shipwreck, there is no probability that any parcel will be lost.

13. The Money Order extensions and the Parcel Post system reviewed above have of course added very considerably to the work of this Department. On the other hand a proposal has been submitted to the Imperial Post Office to lighten that work by the abolition of the present complicated system of accounts kept between this Office and London. The Postal Union regulations have practically swept away all Postal Accounts with other countries, but the old-fashioned system of accounts with London has been retained. It has been pointed out that the difference between the total balances for one year and another, even taking extreme cases, does not amount to £150, and that it would be cheaper for the Colony to pay that sum annually than to keep elaborate accounts of a charge of twopence-half-penny on this letter and sixpence on that. The question will, it is hoped, be settled by the entire adoption of Union principles between the two offices.

14. The series of Postage Stamps in use has been re-arranged so as to consist entirely of decimal values. The desirability of having only one issue of Stamps for both Postal and Revenue purposes has not been lost sight of, but certain difficulties must be overcome before this can be brought about.

15. Mr. LEIRIA, the senior clerk in this Office, retired on pension after thirty-two years good service. Mr. HUTCHISON, Acting Assistant Postmaster General, obtained an appointment in Corea before the return from leave of absence of Mr. TRAVEES, whom he had replaced, and the Department was again left without Assistant. It is impossible to speak too highly of the way in which the work was carried on during the interim by Messrs. ROCHA and MACHADO, who were entrusted with the duty of supervising the routine of the service. During this time a period of International Statistics occurred (the month of May) the complicated details of which were dealt with satisfactorily.

16. An International Congress assembled at Lisbon in February last for the purpose of revising, extending and perfecting what are now practically the postal arrangements of the world. It is impossible to lay down the two ponderous volumes which record the proceedings of this conference, or even the revised Convention which formed its principal work, without a feeling of disappointment. Regulations are left that would have been better abolished, whilst, of the few changes that have been made, some are of questionable utility. The entry of the Australian and South African Colonies into the Union seems little nearer than it was five years ago. The vexatious and needless distinction between Printed and Commercial Papers is retained, as is a frivolous regulation for a compulsory exchange of specimen Postage Stamps. The period of Statistics has been made to recur every three instead of two years, and this is a real boon. Moreover the rational system of multiplication advocated from the first by this Office has been adopted. The results of 28 days' observations are to be multiplied by 13, instead of multiplying a month's totals by 12. When five mails leave within the month it is obvious that on the latter system this Colony would pay as for sixty mails in the year, whereas there are but fifty-two.

17. The fee for Registry of Local correspondence has been reduced to 5 cents, which, at present rates of exchange, is the same as the fee of 2*d.* charged at home for Registration. It is hoped that this increased facility will tend to check the habit of forwarding bank notes in unregistered letters. Some years ago the Postal system of the United Kingdom was seriously deranged on account of the thousands of letters which arrived in London every morning containing Postage Stamps. People advertised, Send thirteen stamps for this; Send five shillings' worth of stamps for that. A sorter or postman who stole a bundle of letters at random was certain to find several of them containing stamps. This Office has had to struggle hard not to suffer in the same way from the persistence with which residents at the Ports, chiefly Canton and Swatow, will, in spite of all remonstrances, pay their small bills here by means of bank notes sent in unregistered covers. Chinese do not steal bundles of letters at haphazard, they select those that feel tempting, and unfortunately it is not only or even chiefly the people that enclose bank notes in letters who suffer, the correspondence of others is taken. At one time it seemed to be rapidly becoming the rule that even a sample of calico or cloth put into a letter marked it for immediate theft.

18. The whole work of a Post Office is organised on the supposition that ordinary letters will contain nothing of intrinsic or immediately convertible value. If it were certain that every letter would contain a bank note, each letter as posted would have to be entered on a list, and to be recorded throughout its entire transit, just as a registered article is. The number of officers employed would grow to that of a standing army. If therefore a portion of the public will persist in throwing on the Post Office a responsibility which it notifies on every opportunity its organisation does not enable it to accept, they must be left to take the consequences.

19. An endeavour has been made to establish three regular deliveries, at 9, 12, and 3. As steamers arrive here at any hours, a system of this kind cannot be carried out very strictly, at least without a greatly increased staff, but it answers fairly well for the slacker days when no contract mails arrive. It is unfortunate that, as a general rule, the postmen have to leave for their afternoon rounds before the Canton steamer is in. They are not back till late, and the half-dozen letters from Canton may not be distributed till after dark. It is really impossible to make the whole arrangements of the Office depend on this tiny handful of correspondence. Those who may have felt aggrieved about Canton letters will perhaps accept this explanation. During the war the inconvenience was particularly marked, as it was never known whether the steamer was to be expected or not.

20. The Franco-chinese war was not a happy period in Postal matters. The regular packet service to Shanghai was suspended, the mails being carried by private ships which often started after a very short interval. On one occasion the Shanghai mail had to be sent up unsorted. Correspondence for Formosa was forwarded with difficulty, and for considerable periods not at all. Pakhoi suffered from the same difficulties, but only for a short while. The alarm of a blockade was raised at Swatow, and arrangements were in readiness to transport the mails overland. Fortunately they were not called into requisition. Ningpo was blockaded during several weeks.

21. The French packets now call at Kobé both on their upward and downward passages, which much simplifies the conveyance of mails to that Port. The mails for Japan were sent on with fair regularity throughout the year, no serious detention for want of connecting steamers having taken place.

22. The attention of both the British and French Post Offices has been called to the inconvenience caused by the English and French mails arriving, as they did during all the first half of the year, almost together. The remedy lay in the hands of the French Post Office. As the representation to it was made by its own Agents, not by this office, it is not known what view has been taken of the subject, but the evil has for the present disappeared.

23. Perhaps a more serious inconvenience to the community is the frequent departure of the American mail on the same day as the mail for Europe. This is a most unfortunate arrangement, and one that surely cannot be absolutely necessary. In the Post Office its results are very trying. The verandahs and the windows are blocked up with Chinese purchasing stamps and posting their letters, Europeans find it almost impossible to get what they want, and, two days' work being compressed into one, neither mail can be despatched with the desirable care and accuracy.

24. The trans-Pacific steamers ceased for some weeks to bring mails from San Francisco. The effect on the outward mails to that port was very marked; as far as the Chinese community is concerned correspondence almost ceased to be posted. It would seem to be certain that Chinese have again discovered some way of smuggling their correspondence into the United States, or else the vigilance of Customs Officers has been relaxed. The outward mails for San Francisco are nothing like what they were a year ago. No doubt the same number of letters are sent, but they are sent otherwise than through the Post Office. The inward mails from San Francisco are at present being brought by the steamers of the O. & O. Co. only, the Pacific Mail steamer not bringing any.

I have the honour to be,

Sir,

Your obedient Servant,

ALFRED LISTER,
Postmaster General.

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

Sec., Sec., Sec.

THE HARBOUR MASTER'S REPORT.

HARBOUR DEPARTMENT,
HONGKONG, 29th January, 1886.

SIR,—I have the honour to forward the Annual Returns of this Department for the year ending the 31st December, 1885.

SHIPPING.

2. There has been an increase under this heading over the previous year amounting in the aggregate to 339 vessels, representing 496,700 tons; this is shown by the following Table:—

Years.	Junks.	Tons.	Steamers.	Tons.	Sailing Vessels.	Tons.
1884,	23,473	1,687,594	2,976	3,259,234	314	220,403
1885,	23,674	1,797,222	3,084	3,632,051	344	234,658
Increase, ...	201	109,628	108	372,817	30	14,255

3. There has been a slight decrease in the total number of vessels and the amount of tonnage arriving from United Kingdom, though there has been an increase of British vessels under this heading.

Years.	British. ^o		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1884,	148	213,617	42	52,937	190	266,554
1885,	155	223,398	26	33,351	181	256,749
Increase,	7	9,781	...	...	...	...
Decrease, .....	...	...	16	19,586	9	9,805

4. In the following Table, the total amount of tonnage arriving from Ports other than United Kingdom is compared for the two years 1884 and 1885.

Ports.	1884.	1885.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Australia and New Zealand, ...	92,345	107,347	15,002	...
British Columbia, .....	...	2,913	2,913	...
British North America,	884	3,133	2,249	...
British North Borneo,	3,891	3,933	42	...
Cape of Good Hope,	1,418	162	...	1,256
Coast of China and Formosa, ...	3,357,805	3,490,112	132,307	...
Cochin China,	170,948	259,310	88,372	...
Continent of Europe,	179,515	193,582	14,067	...
India and Singapore,	150,670	170,831	20,161	...
Japan,	214,067	233,529	19,462	...
Java and other Islands in the } Indian Archipelago,	23,329	23,805	476	...
Macao,	354,110	542,982	188,872	...
Mauritius,	2,013	1,635	...	378
North Pacific,	545	351	...	194
Philippine Islands,	78,748	70,323	...	8,425
Ports in Hainan, and the Gulf } of Tonquin,	82,004	98,401	16,397	...
Puget Sound,	1,193	...	...	1,193
Russia in Asia,	4,682	...	...	4,682
Sandwich Islands,	5,718	4,965	...	753
Siam,	84,789	94,559	9,770	...
South America,	461	801	340	...
United States,	91,542	104,498	12,956	...
Total,	4,900,677	5,407,182	523,386	16,881

Increase, 523,386

Deduct Decrease, 16,881

Total Increase, 506,505

5. There was a daily average arrival (leaving out decimals) of 65 Junks measuring 4,924 tons, 8 Steamers measuring 9,950 tons, and 1 Sailing vessel of 643 tons.

JUNKS.

6. In arrivals and departures of Junks compared with 1884, there is an increase of 371 Junks and 218,055 tons.

STEAM-LAUNCHES.

7. On 31st December 1885, there were 78 steam-launches with an approximate gross tonnage of 1,896 employed within the Harbour Limits. These figures include private launches owned by individuals or Firms, as well as the Government launches and licensed ferry boats.

EMIGRATION.

8. 57,517 Chinese Emigrants left Hongkong during the year. This is an increase of 6,270 on the previous year. The total number of ships employed in this trade was 194, with a total tonnage of 304,068.

9. The average number of ships per week leaving with Chinese Emigrants was 3.73. The greatest number of ships in any one week was 7. The average number of passengers in each ship was 296.47. The greatest number of passengers in any one ship was 1,204.

REGISTRY OF SHIPPING.

10. 10 vessels were registered during the year, and 16 Certificates of Registry were cancelled.

MARINE MAGISTRATE'S COURT.

11. 111 Cases were heard in the Marine Magistrate's Court. Refusal of duty and assault being the chief Offences.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES, AND ENGINEERS UNDER SECTION 15 OF ORDINANCE 8 OF 1879.

12. The following Table will show the number of Candidates who passed, and who failed in obtaining Certificates of Competency.

RANK.	PASSED.	FAILED.
Masters,	10	7
First Mates,	10	4
Only Mates,	3	...
Second Mates,	10	1
	33	12
First Class Engineers,	22	3
Second Class Engineers,	20	5
	42	8

MARINE COURTS, UNDER SECTION 13 OF ORDINANCE 8 OF 1879.

13. The following Courts have been held during the year:—

1. On the 2nd March, 1885,—Inquiry as to the loss of the British Steam-ship *Castello*, Official No. 77,042 of London, on Flat Island, in the Tathong Channel near Hongkong, on the 16th February, 1885. The Master's (JOHN EDWIN CHANDLER) Certificate of Competency was suspended for six months.
2. On the 22nd April, 1885,—Inquiry into certain charges of Drunkenness and Refusal of Duty which JOSEPH JOHN LEE, Master of the British Steam-ship *De Bay*, Official No. 82,900 of London, preferred against WILLIAM COWENS, First Engineer and HENRY CRAVEN, Second Engineer of the said ship. The Certificate of Competency of WILLIAM COWENS was suspended for six months and that of HENRY CRAVEN was suspended for three months.

3. On the 11th June, 1885,—Inquiry into certain charges of Insolence, Insubordination and Misconduct preferred against WILLIAM DICK, First Engineer of the British Steam-ship *Welcombe*, Official No. 89,524 of London, by WILLIAM REGINALD CORFIELD, the Master of said ship. The Certificate of Competency of WILLIAM DICK, was suspended for three months.
4. On the 25th June, 1885,—Inquiry as to the stranding of the British Steam-ship, *Zafiro*, Official No. 88,829 of Hongkong, on Simplicia Rock, Rees Island, on the 5th April, 1885. The Master's (ROBERT TALBOT) Certificate of Competency was returned to him.
5. On the 17th July, 1885,—Inquiry as to the stranding of the British Steam-ship *Welcombe*, Official No. 89,524 of London, on a rock near Fisher Islands, Pescadores, on the 1st May, 1885. The Master's (WILLIAM REGINALD CORFIELD) Certificate of Competency was returned to him.
6. On the 12th November, 1885,—Inquiry into the assassination of WILLIAM CATHERALL SYDER, the Master, and plundering by Pirates, of the British Steam-ship *Greyhound*, Official No. 81,647 of London, while on a voyage from Hongkong to Hoihow, on the 17th October, 1885. No blame was attributable to any of the Officers of the ship.

SEAMEN.

14. 8,328 Seamen were shipped at the Shipping Office during the year, and 8,910 discharged.—I have, &c.,

R. MURRAY RUMSEY, Ret. Com., R.N.,
Acting Harbour Master &c.

The Honourable F. STEWART, LL.D.,
Acting Colonial Secretary.
&c., &c., &c.