



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1894

Secretary's Copy.

REPORT  
OF THE  
COMMITTEE  
OF THE  
HONGKONG GENERAL CHAMBER OF COMMERCE

FOR THE  
*Year ending 31st December, 1894,*

PRESENTED TO THE MEMBERS

AT THE  
ANNUAL MEETING HELD ON 19th APRIL, 1895.

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HONGKONG:

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1895.

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COMMITTEE, 1895.  
(Elected 19th April, 1895.)

A. G. WOOD, Esq., *Chairman.*  
HON. A. MCCONACHIE, *Vice-Chairman.*  
HON. J. J. BELL-IRVING.  
R. M. GRAY, Esq.

T. JACKSON, Esq.  
D. JONES, Esq.  
ST. C. MICHAELSEN, Esq.  
N. A. SIEBS, Esq.

HON. T. H. WHITEHEAD.

ARBITRATION COMMITTEE, 1895.

D. JONES, Esq.  
ST. C. MICHAELSEN, Esq.

N. A. SIEBS, Esq.  
HON. T. H. WHITEHEAD.

CORRESPONDING COMMITTEE, 1895.

R. M. GRAY, Esq.  
T. JACKSON, Esq.

HON. A. MCCONACHIE.  
~~A. G. WOOD, Esq.~~ *H. J. Edey*  
*12th Oct.*

LIST OF MEMBERS, 1895.

MESSRS. ARNHOLD, KARBERG & Co.  
" BELILIOS & Co.  
" BRADLEY & Co.  
" BUTTERFIELD & SWIRE.  
BYRAMJEE, B., Esq.  
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" CAWASJEE, PALANJEE & Co.  
CHATER, HON. C. P.  
COXON, ATWELL, Esq.  
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" DODWELL, CARLILL & Co.  
" DOUGLAS LAPRAIK & Co.  
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MESSRS. GIBB, LIVINGSTON & Co.  
GILLIES, D., Esq.  
MESSRS. GILMAN & Co.  
" HOLLIDAY, WISE & Co.  
HO TUNG, Esq.  
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HUTCHISON, J. D., Esq.  
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JOSEPH, E. H., Esq.  
MESSRS. LAI HING HONG.  
" LANE, CRAWFORD & Co.  
" LAUTS, WEGENER & Co.  
" LINSTAD & DAVIS.  
LOXLEY, W. R., Esq.  
MESSRS. MELCHERS & Co.  
MENDEL, L., Esq.  
MESSRS. MEYER & Co.  
" MING KEE HONG.  
" MODY & Co.  
" MODY, H. N., Esq.  
RAY, E. C., Esq.  
MESSRS. REISS & Co.  
RENNIE, A. H., Esq.  
MESSRS. REUTER, BRÖCKELMANN & Co.  
" SASSOON, DAVID, SONS & Co.  
" SASSOON, E. D., & Co.  
" SCHELLHASS, ED., & Co.  
SHARP, G., Esq.  
MESSRS. SHEWAN & Co.  
" SIEMSEN & Co.

SMITH, A. FINDLAY, Esq.  
STEWART, G., Esq.  
MESSRS. STOLTERFOHT & HAGAN.  
" TATA & Co.  
" TURNER & Co.  
VERNON, J. Y. V., Esq.  
MESSRS. WY SING HONG.  
" YUEN FAT HONG.

PUBLIC COMPANIES.

THE BANK OF CHINA AND JAPAN,  
LIMITED.  
THE CANADIAN PACIFIC RAILWAY  
COMPANY.  
THE CANTON INSURANCE OFFICE,  
LIMITED.  
THE CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.  
THE HONGKONG, CANTON & MACAO  
STEAM-BOAT COMPANY, LD.  
THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
THE HONGKONG AND WHAMPOA  
DOCK COMPANY, LIMITED.  
THE LAND INVESTMENT & AGENCY  
COMPANY, LIMITED.  
THE MERCANTILE BANK OF INDIA,  
LIMITED.  
THE MESSEGERIES MARITIMES.  
THE MITSUI BUSSAN KAISHA.  
THE NATIONAL BANK OF CHINA,  
LIMITED.  
THE ON TAI INSURANCE COMPANY,  
LIMITED.  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
THE SPERRY FLOUR COMPANY OF  
SAN FRANCISCO.  
THE STANDARD OIL COMPANY OF  
NEW YORK.  
THE UNION INSURANCE SOCIETY  
OF CANTON, LIMITED.

## RULES AND REGULATIONS.

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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.

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### BY-LAWS.

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

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

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

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

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

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

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

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

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

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

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

# SCALE OF COMMISSIONS AND BROKERAGES

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

## COMMISSIONS.

Purchasing or selling Tea, Raw Silk, and Cotton, .....	3	per cent.
" any of above, if as returns for Goods sold,.....	2½	"
" or selling Opium,.....	2	"
" or selling all other Goods and Produce, Ships } and Real Estate,.....	5	"
" and selling Shares or Stocks,.....	1	"
Inspecting Tea or Silk, .....	1	"
Guaranteeing Sales, .....	2½	"
" Remittances, .....	1	"
Drawing or endorsing Bills of Exchange,.....	1	"
" or negotiating Bills of Exchange without recourse, ..	½	"
Purchasing or realising Bullion or Bills of Exchange, .....	½	"
Remitting the Proceeds of Bullion or Bills of Exchange, ...	½	"
Paying and receiving Money in Current Account, .....	1	"
" Ship's Disbursements, .....	2½	"
Collecting Freight, .....	2½	"
Obtaining Freight or Charter, .....	5	"
" or " and collecting same Freight,.....	6	"
Adjusting Insurance Claims on Amount Recovered,.....	2½	"
Effecting Insurance, on the Insured Amount, .....	4	"
Prosecuting or defending successfully Claims, either at Law { or by Arbitration, .....	5	"
Prosecuting or defending unsuccessfully, .....	2½	"
Managing Estates and collecting Rents,.....	5	"
Transshipping and forwarding Jewellery, and Bullion,.....	¼	"
Forwarding or transshipping Cargo,.....	1	"
Transshipping or forwarding Opium, .....	\$2	per chest.
Goods withdrawn or re-shipped, .....	½	Commission.
Granting Letters of Credit, .....	1	per cent.
For doing ship's business when no inward or outward Com- } mission is earned,.....	20 cents per Register ton.	

The conversion into Hongkong currency of sterling freight inward to 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.

# TARIFF OF BROKERAGES

To be charged to Buyer and Seller.

ADOPTED BY

THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

23rd March, 1892.

<b>BANKS—</b>		<b>MINING—</b>	
China, Japan, & Straits, Ltd....	15c.	Balmoral Gold .....	25c.
Do. Founders'...\$5		Charbonnages .....	\$2.50.
Hongkong & Shanghai.....	50c.	Imuris .....	10c.
National Bank of China, Ltd....	25c.	Jelebu .....	10c.
Do. Founders'...\$5		Punjom .....	10c.
New Oriental.....	50c.	Raubs .....	10c.
<b>DEBENTURES—</b>		Selama .....	10c.
Chinese Loan '84 C. ....		Do. ....	10c.
Chinese Loan '86 E. ....		Société Française des Houil- lères de Tourane .....	50c.
Hongkong Hotel Co. 6 %.....			
H.K. & Kowloon Wharf 5½ % } ½ %		<b>HOTELS—</b>	
China Merchants 7 % .....		Austin Arms .....	25c.
Charbonnages 8 % .....		Hongkong Hotel .....	50c.
Green Island 8 % .....		Hongkong Hotel, New Issue ...	25c.
		Shameen .....	10c.
<b>INSURANCES—</b>			
Canton .....	50c.	<b>MISCELLANEOUS—</b>	
China Fire.....	50c.	Brown & Co., H. G.....	50c.
China Traders' .....	50c.	Campbell, Moore & Co. ....	10c.
Hongkong Fire.....	\$1	China Borneo .....	25c.
North China .....	\$1	China Sugar .....	50c.
Singapore .....	25c.	Cruickshank & Co. ....	25c.
Straits Fire .....	25c.	Dairy Farm Co. ....	10c.
Straits Marine .....	25c.	Dakin & Co., Limited.....	
Union .....	50c.	Fenwick & Co., Geo .....	10c.
Yangtze .....	50c.	Green Island Cement .....	25c.
		Hongkong Brick & Cement ...	10c.
<b>LAND &amp; BUILDING—</b>		Hongkong & China Bakery ...	50c.
H.K. Land Investment .....	50c.	Hongkong & China Gas .....	50c.
Kowloon Land Investment.....	25c.	Hongkong Electric .....	10c.
Peak Building .....	10c.	Hongkong H.-L. Tramways ...	50c.
Humphreys' Estate .....	50c.	Hongkong Ice .....	50c.
West Point Building .....	50c.	Hongkong & K. Wharf & G. ...	50c.
		Hongkong Rope .....	50c.
<b>STEAMSHIP COMPANIES—</b>		Hongkong & Wpoa. Dock .....	50c.
China Mutuals .....	50c.	Labuk Planting .....	25c.
China & Manila .....	50c.	Luzon Sugar.....	50c.
Douglas S.S. Co. ....	50c.	Wanchai Warehouse & S. Co. ...	50c.
Hongkong, Canton, & Macao ...	25c.	Watson & Co., A. S. ....	15c.
Indo-China S. Navigation .....	50c.		
Steam Launch .....	10c.		

N.B.—All Stocks Market Value \$1 and under as follows:—

\$1 and not under 50 cents.....	10 cents per Share.
\$0.50 cents and not under 25 cents.....	5 cents per Share.
\$0.25 cents and under .....	2½ cents per Share.

*MINUTES of the Yearly General Meeting of the HONGKONG  
GENERAL CHAMBER OF COMMERCE, held on the 19th April,  
1895, for the purpose of receiving the Report of the Committee  
and passing the Secretary's Accounts for the year ending 31st  
December, 1894.*

*Present:—*

Honourable J. J. KESWICK (Chairman), Honourable A. McCONACHEE,  
Messrs. E. MACKINTOSH, R. M. GRAY, T. JACKSON, ST. C. MICHAELSEN,  
N. A. SIEBS, DOUGLAS JONES (Committee), F. HENDERSON, (Secretary),  
Honourable E. R. BELLIOS, D. GILLIES, A. TILLET, G. SHARP, A. SHELTON  
HOOPER, J. THURBURN, W. R. LONLEY, C. S. SHARP, D. E. BROWN, J. Y.  
V. VERNON, H. STOLTERFOHT, HO TUNG, G. STEWART, J. J. BELL-IRVING,  
G. H. WHEELER, A. COXON, ALF. WOOLLEY, D. R. SASSOON, A. F. SMITH,  
C. A. TOMES, R. SHEWAN, J. KRAMER, J. H. GARRELS, EZEKIEL, B.  
BYRAMJEE, A. J. DAVID, PESTONJEE, WY SHING, LAI HING, KOTEWAL,  
MING KEE, and others.

The CHAIRMAN said—Gentlemen,—The report which your Committee have to-day to submit to you will, I trust, bear evidence that during the year we have not been unmindful of those commercial and cognate interests which it is the province of the Chamber to keep in view. The year 1894 was one of the most eventful in the history of the East, and in Hongkong it had the distinction of witnessing the introduction of plague in our midst, a disaster which taxed all the energies of Government and the Sanitary authorities to suppress. Happily it was overcome and the trade of the port and the inhabitants seemed to return as if by magic, and at the moment there is evidence of increase in both. Let us hope that the lesson will be laid to heart and that in future if pestilence visit this Island it will find no congenial abode. Your Committee deemed it desirable to review in a letter which you will read in the appendix, and which I hope will be regarded as a useful and a temperate letter, the sanitary history of the Colony, and I hope and believe it will be considered a fair statement of the past condition of sanitary

affairs and be of some service and of public interest. As will be seen from the report, this Chamber had occasion to criticise the quarantine regulations of a neighbouring colony not from any desire on our part to minimise the importance of effective quarantine, but to prevent precautions which only aggravate the situation. The small republic of Shanghai set an example of enlightened efficient quarantine arrangements which reflect credit upon it, and it was in consequence possible for our intercourse with that port to be maintained without more than absolutely essential restrictions. You will remember that last year I made reference to the exclusion which the Chinese sought to impose on the importation of machinery for manufacturing purposes into China, and I then ventured to say that no effort on the part of China in that direction could be sustained once it was seriously challenged. The right to exclude machinery has been challenged, and you may take it for granted that Treaty privileges in this matter will be fully vindicated. Within the last 48 hours it would seem probable that the new Treaty of Peace with Japan has definitely disposed of this question, and also of the long-sustaining likin grievance. A reference to the appendix I., page 60, will show you that the Chamber has had some correspondence with regard to the proposed compulsory use of an official code vocabulary in telegraph messages, and although the vocabulary will not be applicable to messages outside of Europe, until 1898, still the Chamber deemed it desirable to record its protest, and other Chambers have done likewise. An International Conference at Rome, held in December 1893, recommended the adoption of such a Code, and I fear there may be little chance of preventing its compulsory use, but every effort should be made in this direction as the costly codes of Banks and firms in the East will perchance be rendered valueless. The correspondence on this question is worth your attentive perusal. As you are aware this Chamber has always taken great interest in the lighting of the port, and I should not pass over without notice the suggested reconstruction of the Gap Rock Lighthouse consequent upon the injury sustained by it in the typhoon of October 1893. The correspondence which is appended shows the recommendations which have been made, but with which your Committee have not felt themselves able to concur without further opinion. There seems to be no structural defects, and your Committee consider that before taking any such costly step it would be desirable to have the opinion of one of the lighthouse engineers of the Chinese Imperial Maritime Customs, whose services could doubtless be secured. It must be borne in



mind that since 1893 the lighthouse has experienced the full force of an even more severe typhoon than that in October of that year, and it seems undesirable to incur such a huge expenditure unless absolutely unavoidable. Your Committee does not consider it unavoidable, and have confidence that His Excellency the Governor will accord the representations of the Chamber his usual courteous consideration. We have had no correspondence of an official nature concerning the West River, but as you know, the Foreign Office, in acknowledging the Chamber's letter on the subject, intimated that the British Minister at Peking would receive instructions on the matter, and it is to be hoped that we may soon hear that Mr. O'CONNOR has been able to arrange for the opening of this fine waterway to foreign trade. The importance of direct steam navigation between Hongkong and its upper reaches can readily be conceived. I may here appropriately make reference to the war which has been waged between China and Japan since July last, and which everyone will rejoice to see now ended. While not withholding our generous word of sympathy for the vanquished, neither should we begrudge our meed of praise to the victors, by whose means we hope to see a regeneration in the administrative, social, fiscal and commercial affairs of China, and a departure on the path of enlightenment and progress which cannot but increase ten-fold the material well-being of her people. Both nations during the conflict have to their honour placed as few barriers as possible in the way of trade by neutrals, and commerce, though curtailed by a shaking of confidence among all classes, has on the whole been less adversely affected in many respects than might have been expected. The conditions of peace I need not here recount, but the acquisition of Formosa by Japan marks a political change near our borders of which the full significance will gradually dawn upon the Western nations. The opening of Peking and Nanking to trade are of great importance, and I hope that among the other places opened under Treaty may be ports on the West River, but if not, we must hope that through the British Legation this will be accomplished. You will observe in the Chamber's correspondence reference to the Treaty entered into between Great Britain and Japan, which the Chamber only deals with in so far as the Colony's interests are touched through its refineries. Our astute Japanese friends, in negotiating the new tariff, had the advantage of knowing to one hair's-breadth just what they wanted, and the result has been the imposition of a duty on refined sugar which, unless we get it altered, will adversely affect the importations from this Colony. The question will

doubtless further engage the attention of the new Committees. And now, gentlemen, I have almost exhausted all that I have to say in reference to the report, but I must briefly allude to what seems to be universally called the "silver question." It engages attention in all countries, but thus far it cannot be asserted that any person, or league, or committee, have been able to persuade the world that a solution has been found. Let us hope that a solution soon will be found—as found it must be sooner or later—for no one will contend that we can do without silver as a monetary medium. The fact remains that two-thirds of the world's population count their wealth in silver and use silver as their only medium of exchange, and it cannot be expected that gold can ever take its place. The uncertainty surrounding the value of silver is more mischievous than the lowness of its price in relation to gold, because the continual fluctuations in its quotations render the ordinary conduct of business hazardous. I think I may congratulate the members on the Chamber's share in the recommendation of the coinage of a British Dollar, which a Special Committee appointed by it were unanimously in favour of. At an early date we hope to have the coin circulating with us in Hongkong, where it is made the only legal tender, concurrently with the Mexican dollar. In conclusion, gentlemen, I want to say one word before resuming my seat on the subject of this Chamber itself, on which I wish you all, and the public at large, to cast a benevolent regard. The finances are not in such a flourishing state as I could wish. We have for some years been encroaching upon our capital, owing to a reduced revenue and slight increase of expenditure. The principal loss of revenue is in the sale of market reports, the altered conditions of business rendering such records less necessary than formerly. I believe our Shanghai friends have had the same experience, and I am not sure that they have not had to stop their market reports altogether. I think no one will question that this Chamber as an institution should be maintained, for it will not be denied that, as it has been useful in the past, so will it be in the future, and it will be easier to maintain it than to resuscitate it if once you permit it to collapse. I think an exceedingly moderate increase in the subscription would equalise income and expenditure. I think there is nothing further that I can usefully say, but it is satisfactory to see the conditions of trade here and in China gradually becoming more satisfactory, and there are not wanting indications that commerce everywhere is starting on a new era of prosperity throughout the world at large. (Applause.) Before submitting to you for adoption the report and accounts I shall be glad to hear any

remarks any gentleman may wish to make upon the year's operations of the Chamber.

No remarks having been made, the Chairman moved the adoption of the report and accounts.

The Honourable E. R. BELLIOS seconded.

Agreed unanimously.

The meeting then proceeded to the election of the new committee.

The following was the result of the ballot :—Mr. A. G. WOOD (Chairman), Honourable A. MCCONACHIE (Vice-Chairman), Messrs. J. J. BELL-IRVING, R. M. GRAY, T. JACKSON, D. JONES, ST. C. MICHAELSEN, N. A. SIEBS and Honourable T. H. WHITEHELD.

#### WHARF ACCOMMODATION.

Mr. D. E. BROWN said that while the ballot was going on he wished to bring before the meeting the subject of the want of more adequate facilities along the sea front for the numerous steam launches required by the community in the transaction of the business of the Colony between shipping and the shore. He therefore moved the following resolution :—

“Inasmuch as the landing accommodation or wharf recently  
“provided on the new reclamation is quite inadequate for the  
“requirements of the Colony, so many steam launches being necessary  
“for the transaction of the business of the shipping community and  
“others between ships and shore, and whereas it will soon be  
“impossible to use old Pedder's Wharf any longer as a landing  
“place, greater inconvenience will be felt and the danger to small  
“steam craft increased if more adequate loading accommodation be  
“not provided. Be it resolved that the attention of the Government  
“be called by this Chamber to the pressing need for increased landing  
“facilities as near the vicinity of the old Pedder's Wharf as circum-  
“stances will permit.”

Mr. DAVID GILLIES—I have much pleasure in seconding the motion as proposed by Mr. BROWN, and I think the thanks of the shipping community are due to Mr. BROWN for coming forward and bringing this motion to the notice of the Chamber. I think we have all more or less felt the inadequacy of the present accommodation for steam launches. It is not only the great want of accommodation, but there is really an absolute danger in using the

present wharf, and I have many times been surprised that accidents have not occurred before this. The entrance is so very narrow and so many launches are obliged to use that wharf that it is really a wonder collisions have not taken place before this, and I think it would be better for us to make further provision in the way of a new wharf or by extending the wharf already built in order that these collisions or dangers may be avoided in the future. I do not know in what way the Government could best supply the wants of the community in the way of increased accommodation, but I think it would be best accomplished by the Government putting up a new wharf. An extension of the wharf they have put up will not answer the requirements so well. It would bring too many launches together and thereby incur the very danger we would like to avoid. I would therefore suggest in any recommendation the Committee may make to the Government that a new wharf should be erected giving the accommodation we require.

Mr. E. MACKINTOSH—I think Mr. BROWN's resolution, seconded by Mr. GILLIES, refers more particularly to wharves that may be constructed in the future rather than to the present accommodation. I would remind the Chamber that a Committee sought by the Government, of which Committee I was a member, considered this subject of wharves in July of last year. The Committee made a report to the Government, but whether the Government will accept it or not I do not know. I may mention that this Committee recommended that for ordinary accommodation along the praya there should be one opposite each new street. But the Government have promised to the owners of private wharves that they shall reinstate their wharves opposite the particular places where they are at present. Therefore, if that is carried out it will be almost impossible to grant the request you have preferred. This is a matter that rests entirely with the Government. I have told you the recommendation of the Committee, but whether Government will act upon it or not I cannot say.

Mr. BROWN—My motion refers to the present necessity for increased wharf accommodation. We will have to suffer a great deal before the final plans and arrangements between the Government and the owners of the present wharves can be carried out; it is to bridge over the difficulty we are labouring under now that I ask the assistance of the Chamber. We want it to help us to get better landing accommodation either temporary or permanent.

The resolution was put to the meeting and unanimously agreed to.

The Chairman—The Committee will bring the matter to the notice of the Government at the earliest possible moment.

#### THE CHOPPING OF DOLLARS.

Mr. JACKSON—Mr. Chairman and gentlemen, there has been a short reference in the Chairman's speech to the British dollar. It is a very important item indeed in connection with the future commerce of this Colony. I think it affords us an opportunity of placing the currency of the Colony in a sound condition and doing away with the villainous system of chopping dollars. I believe the Government have been advised at home by experienced men that it would be impossible to do away with chopping the British dollars. I do not at all agree with the advice they have acted upon. From our point of view it is highly desirable that our currency should also be a legal tender in the Straits Settlements. The Banks here have considerable interest in the Banks in the Straits. If these dollars are chopped they cease to be current in the Straits. They are current in Hongkong, but not in the Straits. It is a great grievance, and at the end of the 19th century we ought not to tolerate chopped currency. (Hear, hear.) It would be in the interests of every single trader in this place, of every private individual, of none more than the Chinese themselves, if the system were stopped altogether. This custom of chopping is a very ancient one, but like other old and bad habits I think the time has now come for it to be done away with. I think, before this meeting separates, we ought to have a strong and united expression of opinion that the Government should legislate that the British dollar should not be chopped, and if it is chopped that it should no longer be legal currency. (Hear, hear.) We all know we had 7.1.7 to the dollar, one of the reasons being that the tael weight is pretty well the universal one all over China, but the chopped dollar is not accepted in Shanghai. Surely the Government would not come to the conclusion that the Shanghai custom would not apply here. The objection must arise that ten Mexican dollars are worth more by count than by weight. The weight of the Mexican dollar is a very irregular one. It is supposed to be 417 or 418 grains, whereas the weight of the British dollar is 416, so that there would be very little difference between ten British dollars paid out by count, and ten dollars in Mexicans weighed at 7.1.7. The loss in paying out British dollars by count instead of paying out chopped coin by weight would be very small, and would be acquiesced in by the Banks, as in no other way can the currency be placed upon a proper footing. (Applause.)

Mr. G. SHARP—I am very glad that Mr. JACKSON has said what he has. I had intended to say a word about chopping dollars, but I was very much afraid that anything which I might say might not be appreciated by Mr. JACKSON, who is the Chief Manager of the Hongkong and Shanghai Banking Corporation, because I can imagine that a Bank might think that its interests were in some way identified with the chopping of dollars; for this reason, that they can chop as many coins as they please. I have known Banks chop a hundred thousand coins, and go through a great deal of labour overnight before they are paid out in the morning, in order that the Bank might secure a premium upon the unchopped dollars which remained in their treasury. I am delighted to find that Mr. JACKSON takes a clear view on this matter, and I think he bases his view upon the idea of bettering the general interests of the Colony. There is no question whatever that the mutilation of our coins is against the interests of trade. Why should there always be a premium upon remittance to Singapore and Japan? For no earthly reason than that the coins with which we have to pay for those bills are at a discount. If you want to send a remittance to Singapore you have to send a proper remittance—clean coin. I do not know whether people are really aware of the injury which is hereby inflicted. May I call your attention for a minute to relate a little anecdote which occurred more than thirty years ago? I sold an invoice of clean Mexicans from the Commercial Bank to the Agra Bank. It was then that the proportion of indifferent low touch coins, which had been habitually rejected by the Banks' compradores for some years previously, had been greatly increasing—increasing year by year until it had become quite a formidable matter. On this occasion between six and seven hundred dollars were rejected by the comprador of the Agra Bank. I asked what they were worth, and the reply was—"Oh, these coins no good touch, have got tin inside; but maskee, 30 cents." Thirty cents was all the money that was offered for these 650 dollars. I was the intermediary employed in the transaction, and therefore was called upon to do my best to settle an arrangement. I went into another Bank close by and said—"Compradore, what are these dollars worth?" "Oh, very little touch," was the reply, "25 or 30 cents." I thought this was more unsatisfactory. I got into my little pony trap, and drove down to Messrs. OLYPHANT & Co., the American firm, whose business then was next door to the Commissariat Buildings. I went in and saw the managing partner, Mr. PARKIN, and said to him—"Will you allow me to do a little business with your comprador?" He said—"By all

means." I said to the compradore—"There are these 650 Mexican dollars. They are at five per cent. premium. Please allow your shroff look see." He called in his shroff, who shroffed these 650 Mexicans. He said—"They are all good." I said—"I think perhaps have got some piece inside no b'long good; more better you call in another shroff." He then sent in next door for the shroff of FLETCHER & Co. The shroff came in and carefully examined them a second time. He said—"They are all good," but selected one coin, and said—"This piece b'long old year, you more better go LANE CRAWFORD buy one hat." (Laughter.) I said—"You can secure b'long number one." He said—"Clean dollar just now b'long five per cent. premium." I said—"Maskee, give me the notes." He gave me the notes, and I drove off to the Bank, gave them to the manager, and said—"For goodness sake don't say anything about these or else there will be a reclamation." Nothing was said about it. There was not a bad dollar amongst them. Both these men are now dead, but the compradore of the late firm of OLYPHANT & Co. is, I believe, still living, and he will confirm my statement. The attempt of the Agra Bank compradore to put nearly 500 dollars into his pocket out of this bullion shipment was thus defeated, but this was only one case of a hundred. The chopping Mr. JACKSON has referred to is supposed by some people to be needful, I venture to say that that is not so. The Chinese are in no way in favour of chopping dollars. Every long occasionally chops a thousand dollars as a sort of demonstration in order to be able to say—"We always chop our coins, and if you want us to exchange a bad dollar you must show us our mark upon it." The practice is now fast going out, and you may now go into Bonham Strand and that district without hearing the chopping hammer being used. There is now very little of it, and I feel sure that if Mr. JACKSON and other bankers were to adopt a plan of discouraging this method, we should have a clean currency, and save thereby four-fifths of the trouble of shroffing. There is five times as much trouble in shroffing a thousand dollars which are chopped as there is in shroffing a thousand dollars which are clean. With chopped dollars you have to turn over both sides. I think, therefore, that this is, as Mr. JACKSON has said, a good opportunity for putting our currency upon a fair basis, and that it should not be lost. I may say I have been waiting for this opportunity for forty years, and I am delighted that we have so powerful an advocate in the matter as Mr. JACKSON. (Applause.) Will you therefore allow me to propose this resolution:—

"That the Chamber regards the advent of the British dollar

"as an opportunity for placing the currency of this Colony upon a satisfactory footing, that as a first step means should be adopted to protect the new coins from the foolish practice of chopping and defacement, and that the Government be requested by the Committee to legislate to that effect in this Colony."

(Applause.)

Mr. JACKSON—I beg to second Mr. SHARP's proposal.

Mr. SHARP—I could tell you a great deal more, but there is a review on, and I know you want to go there. (Laughter.)

Mr. R. SHEWAN—The new dollar being a British coin would it not be illegal to chop or deface it?

Mr. JACKSON—With the Chairman's permission I will answer Mr. SHEWAN's question. I understand, to meet, as they say at home, the special requirements of this Colony, the Government is to allow the British dollar to be chopped and still remain legal tender, the very thing we do not want. As Mr. SHARP has said it will defeat the one opportunity we have had since the Colony was founded of putting the currency on a proper basis.

The resolution was thereupon put to the meeting, and was agreed to unanimously.

#### VOTE OF THANKS.

Mr. G. SHARP—I do not think all of us appreciate the labour which is embraced between the two covers of that report. It is a very easy thing if everything goes on smoothly, not to take much notice of the machinery by which everything is done, but if you will look through the subject matter of this report you will see that there is not a single matter which can be treated as routine. They are special, peculiar and most important, and I think, in reading the multiplicity of letters and correspondence that report contains, one is struck with the amount of painstaking labour performed by our Committee during the past year. (Applause.) I think, therefore, that we may very fairly record a vote of thanks to the Committee and to their Secretary for the labour which has been so successfully performed. (Applause.)

The Chairman—On behalf of the Committee and the Secretary, I express our thanks to Mr. SHARP and the members present for the manner in which his kind remarks have been accepted. I should just like to say in reference to the resolution about the British dollar that the new Committee will no doubt have great pleasure in bringing the resolution at once to the notice of the Government. Gentlemen, that concludes the business of the meeting.

*REPORT of the Committee of the HONGKONG GENERAL CHAMBER  
OF COMMERCE, for the Year ending 31st December, 1894, for  
presentation to the Members at the Annual Meeting, to be held  
on Friday, the 19th April, 1895, at 3.30 p.m.*

**Outbreak of Bubonic Plague in Hongkong.**

During last summer the Colony suffered from an outbreak of Bubonic Plague probably the most serious sickness of an epidemic nature with which Hongkong has been assailed since its occupation by the British. The disease, though known in Hainan and other parts of Southern China, had never before reached Hongkong, and the terror—which contact with the unfamiliar, particularly with regard to such a visitation, and among an ignorant people is apt to produce—led to a panic resulting in an exodus of the inhabitants to neighbouring places, of supposed greater safety, such as had not before been experienced here. Business was in a great measure interrupted both on account of the absence of a large portion of the population and the presence of the plague, and the loss to the Colony was very serious. The disease was supposed to have been introduced from Canton, where it had made its appearance some time previously, and the insanitary condition of many of the districts in the City of Victoria afforded a very fitting nursery for its propagation, assisted by, perhaps, an abnormal condition of the atmosphere the result, not unlikely, of a long continued drought. Whatever the circumstances were which favoured its growth the disease found an easy footing in our midst. It broke out in May (or earlier) and continued until September, when the Plague Proclamations of 10th May and 9th August were withdrawn by the Authorities. A band of volunteers—Naval, Military and Civil—did good service under, perhaps, not very encouraging circumstances, and with no great show of gratitude from those whom they desired to benefit, in attempting to ameliorate the condition of the sufferers. Owing to the large numbers who left the Colony the exact mortality could not be ascertained, and though serious, was perhaps less than might have been expected under the circumstances. The

disease claimed few victims other than Chinese, but such immunity may not be again enjoyed should a recurrence of the plague take place, and we are found unprepared. A report was recently made to the Sanitary Board that bubonic plague had appeared at Amoy, but, as will be seen from the accompanying correspondence, its existence there was denied.—(Appendix A. Page 3.)

**Quarantine Regulations imposed in Singapore against  
Hongkong.**

What appeared to be the quite unnecessarily severe nature of the quarantine regulations imposed against Hongkong during the prevalence of the plague was brought to the notice of the Government with the view that, should it unfortunately be again considered desirable to enforce such regulations, an endeavour should be made to induce the Straits Government to frame these with the strictest regard to the very large interests of both Colonies which are so very adversely affected by such onerous restrictions. The Committee, while very fully sympathising with the desire of any community to guard against the introduction of dangerous diseases, are inclined to think that the precautions taken are often the outcome—if not of panic—of, at least, over-hasty action, and are often entirely opposed to the opinions of experts who now generally contend that quarantine regulations formerly held to have been effective, and now abandoned in England, are calculated to promote rather than prevent the spread of disease whether of an infectious or contagious nature, and the Singapore Authorities seem to have erred in that direction. Holding the views that Government apparently does, it seems unlikely it will be inclined to entertain the suggestions made, but the matter has been referred to the Secretary of State who may perhaps be disposed to adopt broader views more consistent with what ought to be the common interest of two British Colonies.—(Appendix A. Page 13.)

**Restrictions on the Importation of Machinery into China.**

In reply to the Chamber's enquiries regarding the prohibitory notification, referred to last year, issued by the Commissioner of Customs, Shanghai, Her Britannic Majesty's Minister at Peking stated that the Doyen of the Corps Diplomatique had protested against the notification in question, and had informed the Chinese Government that the foreign representatives declined to recognize its validity as being opposed to the privileges accorded

by the treaties, and that the question still formed the subject of correspondence between the Corps Diplomatique and the Tsung-li Yamên; adding that communications to the same effect had been addressed to Her Britannic Majesty's Consuls at the different treaty ports. The matter was brought up in the House of Commons on 26th June last by Sir G. BADEN POWELL, when a reply similar to the above statement was elicited.—(Appendix B. Page 17.)

#### Indian Import Duty on Silver.

The agitation started last year against a measure so calculated to still further complicate the silver question, which is so adversely affecting the trade between India, Hongkong and China, has been widely, but ineffectually, maintained, and there are apparently no present indications that the Indian Government intends to abandon the position it has taken up.—(Appendix C. Page 18.)

#### The Coinage of a British Dollar.

The Committee learned with satisfaction that the Home Authorities had decided to sanction the above coinage the necessity for which has at different times throughout the year been keenly felt, emphasizing the advisability of not being dependent upon outside sources for any portion of our currency. A slight want of unanimity on the part of some of the mercantile community in Singapore may have caused a little delay, but it has been decided to begin coining at once. The dollar will be 416 grains in weight and of 900 millesimal fineness, corresponding with the Japanese Yen, and will be constituted a legal tender in Hongkong and the Straits Settlements. It will be minted for the public at one per cent., in exchange for bullion.—(Appendix D. Page 19.)

#### Sunday Cargo-Working Ordinance.

The Chamber has had occasion to call the attention of the Government to an amendment in the Sunday Labour Ordinance which admits of all mail steamers, (irrespective of nationality and to the detriment of British shipping) provided Hongkong is not the terminal port, to discharge and take in cargo without incurring the fees imposed by the Ordinance, pointing out that the remission of these fees is an unfair concession to mail steamers enabling them to obtain quicker despatch and more successfully to compete against the less fortunate ordinary carriers unsubsidised and handicapped in addition to the extent of Sunday-working fees. The concession is believed to have been made unsolicited at the suggestion of the

Post Office authorities, and was apparently unnecessary, as the mail steamers without acceleration of speed can easily deliver their mails well within contract time. Under the same Ordinance the Government recently prosecuted the agents of the steamer *Hupeli* for violation of the law by loading bunker coal on Sunday. The Magistrate decided that bunker coal was not cargo and dismissed the case—thus supporting a previous decision given in favour of the steamer *Whampoa*; adding—"I am of opinion the Ordinance overlooked the existence of bunker coal, or else never intended it to be regarded as cargo." A question referred to the Chamber as to whether or not ballast would be considered cargo under the Ordinance remains undecided, as in the particular case referred to, which would have been made a test one, the steamer arrived in time to ballast on Saturday. In connection with this the Harbour Master expressed an opinion that as ballast is not included in the clause exempting certain things from the provisions of the Ordinance, a permit would be necessary, to which a fee attaches according to the tonnage of the vessel.—(Appendix E. Page 22.)

#### Congratulatory Telegrams exchanged between the Telegraph Companies and the Chamber.

The Chamber has had the opportunity during the past year of exchanging congratulations with the Telegraph Companies on the completion of the cable connecting Hongkong with Singapore *via* Borneo and Labuan, and also on the celebration of the twenty-fifth anniversary of the initiation of telegraphy with the Far East.—(Appendix F. Page 28.)

#### Preferential Duties granted by the Hoppo of Canton on Junk-carried Cargo.

This vexed question has again cropped up on several occasions, beginning with a renewed complaint on the part of the River Steamboat Companies that these concessions were again being freely granted, with the result that the bulk of the season's tea had been diverted from their steamers into native junks. The difficulty of adducing positive proof that special allowances are made, a matter which Her Britannic Majesty's Minister at Peking, who has taken a keen interest in the question, has made almost a *sine qua non*, still remains. Particulars of many instances in which these concessions have been granted are not difficult to obtain, but owing to the dread the Chinese have of their own officials, and the fear, however remote, of in any way compromising themselves by giving evidence in such a matter, renders it all but impossible to get these particulars substantiated. His

Excellency the Governor has made himself fully acquainted with the question, and will, no doubt, use his influence to endeavour to bring about a reform. Our neighbours in Canton have approached the subject, but from a different point of view, contending that the granting of such duties is a positive benefit to the exporters of tea, and other articles of produce. It may even be admitted that in some instances such benefits do accrue, but it cannot be gainsaid that these are obtained contrary to the terms of the treaties, and if a deviation from treaty obligations in one direction is allowed to pass unnoticed, similar departures in other directions would be sure to follow.—(Appendix G. Page 31.)

#### War between China and Japan.

It was brought to the notice of the Government on the 7th August that though war had been declared between these two countries it had not been officially made known in the Colony, and that business was being seriously interfered with owing to the uncertainty that prevailed as to what treatment neutral vessels and neutral interests might be expected to receive at the hands of the belligerents. In reply the Colonial Secretary stated that a telegram had that morning (9th August) been received from the Secretary of State, advising that the proclamation of neutrality and the rules connected therewith had been despatched by mail to the Colony. These were ultimately promulgated in a *Gazette Extraordinary* published 8th September, and dealt chiefly with illegal enlistment, illegal ship-building, and illegal expeditions. The Government very courteously furnished the Chamber with a considerable mass of correspondence—attached hereto—giving information regarding the restrictions placed on neutrals, the measures adopted for the protection against attacks by sea, and other matters. The correspondence shows that Her Britannic Majesty's Government refused to treat rice as contraband of war; and that the Japanese would not consider the commodity generally known as "tea-lead" in that category provided it was destined to a port whence tea is ordinarily exported.—(Appendix H. Page 51.)

#### Official Telegram Code Vocabulary.

The attention of the Chamber was called to a circular issued last year, without date, bearing the names of the Eastern Extension, Australasia, and China Telegraph Co., Ltd., and Great Northern Telegraph Co. intimating that an arrangement had been made at the Paris Conference of 1890 for the International Bureau at Berne to prepare an official code vocabulary,

consisting of 200,000 words, the use of which was to become compulsory for all code messages exchanged between stations in the European system, after the expiration of three years from the date of its publication.

The proposed enforced use of a code, which would necessitate the abandonment of all those now in use, many of which have been compiled at a great expenditure of both time and money, was strongly opposed both at home and abroad, and it was hoped, as indicated in the annexed letter from the General Post Office, London, as regards extra-European messages, at least, it had been finally settled that the use of the vocabulary would not be made compulsory. A subsequent communication from Mr. W. GRIGOR TAYLOR, General Manager, Eastern Extension Australasia and China Telegraph Company, to the Secretary of the Singapore Chamber, particulars of which are only just to hand, makes it now doubtful, if these messages will be allowed the privilege of exemption from the proposed arbitrary rule. He is reported to have said—"No time has been fixed for the compulsory introduction of this code for extra-European telegrams. The matter will be fully discussed at the next meeting of the International Telegraph Convention to be held at Buda-Pesth in 1896. No reliable information can be given before then. The code is not compulsory for European telegrams until 1st January, 1898. It is suggested that, meanwhile, any protest the Chambers of Commerce may like to make on the subject should be forwarded to the International Telegraph Bureau at Berne in order that they may be laid before the Convention."—(Appendix I. Page 60.)

#### New Treaty between Great Britain and Japan.

The announcement made in July last that a new treaty between Great Britain and Japan, involving the surrender of extra-territorial privileges, and other equally important changes, had been entered into without reference to those most interested, was naturally received with surprise. In carrying out these negotiations the same indifference seems to have been manifested with regard to Colonial interests, as in dealing with the sugar duties, the change in which will have a very material effect on sugar-refining, the largest industry in Hongkong, the local Government were, apparently, not advised of the impending changes in the Japanese tariff, and were not communicated with as to the probable effect these alterations would have on the trade of the Colony. The Chamber's correspondence on the subject, so far as it has gone, has been forwarded to Her Majesty's Secretary of State for transmission to the Foreign Office.—(Appendix J. Page 70.)

### Insanitary Condition of Hongkong.

The past and present condition of Hongkong from a sanitary standpoint is reviewed at considerable length in the accompanying letter.—(Appendix K. Page 79.)

### Suggested Reconstruction of the Gap Rock Lighthouse.

The Government were good enough to place before the Committee Messrs. COODE SONS & MATTHEWS' report on the above lighthouse, asking for an expression of opinion as to the advisability of adopting the recommendations contained therein. As the report suggests such drastic measures as the removal and rebuilding of the lighthouse on another part of the island, at an expenditure of \$139,000, the Committee, with the limited information in their possession were not prepared to suggest so serious an undertaking as above referred to, as it appears to them that in the apparent absence of any structural defect other remedies less costly might be tried. The question is really of a very important character, and in the opinion of the Committee the Government will do well to secure the expert assistance of Officers attached to the Imperial Chinese Customs, whose long and varied experience in the construction of lighthouses along the coast of China, would render their opinions of the utmost value.—(Appendix L. Page 85.)

### Postage Rates to Neighbouring Ports.

A wide discrepancy exists between the rates charged to neighbouring ports, such as Manila, and more distant places, but on pointing this out to the Government the Chamber was informed that for such anomalous charges there is no redress, Hongkong being subject to Postal Union rates. The inconsistency is the more striking when it is remembered that letters are carried locally at a mere nominal charge, while the conveyance of mails to Great Britain necessitates the paying of heavy subsidies, as well as making very considerable returns to the Italian and French Governments.—(Appendix M. Page 97.)

### Storm Warnings from Gap Rock.

Mr. JOHN I. PLUMMER, Acting Director of Hongkong Observatory, when reporting on the typhoon of 23rd September, 1894, and referring to the inadequate telegraph connection between the Gap Rock and Hongkong, pointed out that communication was discontinued at 4 P.M. and not resumed again until 7 o'clock on the following morning—an arrangement which he very justly considered most seriously detracted from the usefulness of the

station as a point for the despatch of storm warnings. To be effective the communication should be made as far as possible continuous, and on this being brought to the notice of the Government His Excellency the Governor was good enough to issue instructions for the continuous transmission of messages in regard to storms, whenever the authorities at the Observatory may consider it necessary.—(Appendix N. Page 99.)

### Transit Passes.

The attention of the Committee has again been directed to this important question, and a Sub-Committee was appointed to fully investigate it. A considerable amount of correspondence has taken place, but it does not, at present, seem advisable in the interest of those engaged in the trade in Foreign Goods to make the letters public.

### Election of the Chamber's Representative in the Legislative Council.

At a Special General Meeting of the members of the Chamber the Honourable A. MCCONACHIE was elected to take the place of the Honourable T. H. WHITEHEAD in the Legislative Council during his absence from the Colony.—(Appendix O. Page 100.)

### Committee.

Mr. H. H. JOSEPH retired on his departure from the Colony, and Mr. A. G. WOOD is at present absent on leave. The Honourable A. MCCONACHIE, the Chamber's representative in the Legislative Council, was asked to join the Committee.

The Committee deeply regret to have to record the loss of Mr. H. HOPPIUS, a much valued colleague, who was for many years associated with the Chamber. Mr. N. A. SIEBS has been invited to join the Committee.

### Members.

During the past year Messrs. COHEN & GEORG, and Mr. G. VON WILLE resigned, and the following names have been added to the list of members:—Messrs. A. H. RENNIE, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., BRADLEY & CO., G. H. WHEELER, Attorney New York Standard Oil Company, SHEWAN & CO., and THE MITSUI BUSSAN KAISHA.

### Finance.

The Accounts for the year ending 31st December were audited by Mr. J. THURBURN and Mr. J. Y. V. VERNON. The balance at the debit of the Chamber was \$1,876.96 with a Fixed Deposit of \$5,250, and a special Fixed Deposit, account "Pinnacle Rock" Fund, of \$2,878.89, both amounts being in the hands of the Hongkong & Shanghai Banking Corporation.



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

Dr.		Cr.
1894. Jan. to Dec.	To Rent for 1894, ..... \$ 600.00	1894. Jan. to Dec. By Balance from last Account, ..... \$ 23.03
	" Secretary's Salary,— Oct. to Dec. 1893, ..... \$ 375.00	" Subscription of Members for 1894, ..... 2,380.00
	Jan. to Dec. 1894, ..... 1,500.00	" Sales of Circulars including Postage,— From 1st Oct. to 31st Dec., 1893, ..... \$ 123.76
	1,875.00	" " 1st Jan. to 31st Dec., 1894, ..... 816.80
	" Clerk's Salary for 1894, ..... 300.00	940.56
	" Servants' Wages for 1894, ..... 199.50	" Subscriptions to Political Telegrams,— Oct. to Dec., 1893, ..... \$ 90.00
	" Auditors' Fees for 1893, ..... 40.00	Jan. to Dec., 1894, ..... 3,678.56
	\$3,014.50	" Interest on Current Account, ..... 9.91
	" Printing Circulars, &c., for half year ending 30th June, 1894, ..... 330.00	" Fixed Deposit re-paid by Bank, ..... 5,250.00
	" Printing Circulars, &c., for half year ending 31st Dec., 1893, ..... 325.00	Interest on same, ..... 236.25
	655.00	" Fixed Deposit, "Pinnacle Rock Fund,"— Re-paid by Bank, ..... \$ 2,728.81
	" Subscription to Newspapers, ..... 115.50	Interest on same, ..... 150.08
	" Advertising, ..... 35.15	2,878.89
	" Telegrams to India and London, ..... 241.50	" Balance, ..... 1,876.96
	" Postage and Receipt Stamps, Stationery and Petties, ..... 183.62	
	575.77	
	" Reuter's Political Telegrams,— Oct. to Dec. 1893, ..... \$ 900.00	
	Jan. to Dec. 1894, ..... 3,600.00	
	4,500.00	
	" Printing and Circulating same, ..... 240.00	
	4,740.00	
	" Lawyer's Fees,— Cost of a Memorial on Silver Question, an Ordinance to protect Telegrams, ..... 100.00	
	" " Amending same, ..... 50.00	
	250.00	
	" "Pinnacle Rock Fund" Fixed Deposit,— Re-deposited, ..... \$ 2,728.81	
	Interest on same, ..... 150.08	
	2,878.89	
	" Fixed Deposit re-deposited, ..... 5,250.00	
	\$ 17,364.16	\$ 17,364.16

**DEPENDENCIES.**

AT DEBIT.		AT CREDIT.
To Balance brought down, ..... \$ 1,876.96		Fixed Deposit with Hongkong & Shanghai Banking Corporation, General Account, ..... \$ 5,250.00
		"Pinnacle Rock Fund" Account, ..... \$ 2,728.81
		Interest on same, ..... 150.08
		\$ 2,878.89

E & O. E.

Hongkong, 31st December, 1894.

F. HENDERSON,  
Secretary.

Examined and found correct.

J. THURBURN. }  
J. Y. V. VERNON, } *Auditors.*

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APPENDIX.

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## Bubonic Plague and Quarantine Regulations.

### A.

Through the courtesy of His Excellency the Governor, the Chamber was furnished with the following information regarding the enforcement, and subsequent withdrawal of quarantine regulations at different ports, against Hongkong :—

Colonial Secretary, 19th May, 1894.—That a telegram had been received from Singapore to the effect that Hongkong had been declared infected, and that vessels arriving there would be placed in quarantine.

Colonial Secretary, 9th June, 1894.—That the Medical Inspection Regulations of 1882 would be enforced in Japan on vessels arriving from Hongkong.

Colonial Secretary, 14th June, 1894.—That vessels leaving Hongkong for Australia *via* Timor, on their arrival at Deli, would be subject to twelve days' quarantine. Applicable only in the case of Chinese—not foreigners—so long as no cases of bubonic plague had broken out.

Colonial Secretary, 16th June, 1894.—Government of Straits Settlements had resolved to stop temporarily all importation of Chinese coolies; that ships leaving the Treaty Ports after 18th June ran risk of exclusion of coolie passengers.

Colonial Secretary, 23rd June, 1894.—That measures had been adopted at Chefoo for medical inspection of all vessels arriving from Hongkong or Canton. If infected, subject to quarantine.

Colonial Secretary, 27th June, 1894.—Telegram from Straits Government in reply to Hongkong Government's enquiry as to whether quarantine restrictions could be modified. "Delighted to hear epidemic abating, regret to say that we cannot under our quarantine regulations relax existing arrangements, but they shall not be kept up longer than we can help."

## A.

- Colonial Secretary, 25th July, 1894.—Copy of Government notification intimating that quarantine regulations would be imposed at ports in the Madras Presidency against all vessels arriving from Hongkong.
- Colonial Secretary, 24th August, 1894.—Similar notification from Bengal Government.
- Colonial Secretary, 29th August, 1894.—Eight days' quarantine at Saigon.
- Colonial Secretary, 10th August, 1894.—The sanitary regulations in force at Amoy withdrawn.
- Colonial Secretary, 14th August, 1894.—Vessels which, without entering Hongkong harbour, have merely exchanged mails outside that harbour may, if provided with a certificate from Japanese Consul at Hongkong, communicate with shore, and land passengers and freight on arrival in Japan if on preliminary inspection all is found to be in order.
- Colonial Secretary, 4th September, 1894.—Quarantine regulations at Chefoo rescinded.
- Colonial Secretary, 10th September, 1894.—Quarantine regulations at Macao revoked.
- Colonial Secretary, 14th September, 1894.—Medical inspection at Japanese ports ceased yesterday.
- Colonial Secretary, 18th September, 1894.—Quarantine upon vessels from Hongkong at Saigon raised 16th instant.
- Colonial Secretary, 18th September, 1894.—Quarantine against vessels arriving at Dili from Hongkong and Canton abolished.
- Colonial Secretary, 22nd September, 1894.—Singapore quarantine removed and proclamation of 18th June cancelled as regards Hongkong.
- Colonial Secretary, 6th October, 1894.—Manila. Vessels leaving Hongkong from the 2nd instant will be given free *pratique*.
- Colonial Secretary, 7th October, 1894.—Bangkok plague quarantine removed.
- Colonial Secretary, 16th October, 1894.—Calcutta quarantine against plague ceased to have effect on 4th September.

## A.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st August, 1894.

SIR,—I am directed by the Committee of this Chamber to suggest to His Excellency the Governor, if, in his opinion, and that of his special advisers, the time has not now arrived when it would be quite prudent to terminate the declaration of infection under which the Colony rests.

Happily the daily returns for some time past indicate that the plague as an epidemic has ceased. Isolated cases are sure to occur for some time to come, but in the opinion of my Committee such cases do not warrant the Colony continuing to declare itself infected.

Declarations of infection appear to be necessary only in cases where disease is either endemic or epidemic. Neither of these phases exist now, and with all due regard to necessary caution my Committee consider the embargo should be removed with as little delay as possible.

Begging you to be good enough to bring the contents of this communication to His Excellency's early attention,—I have, &c.,

F. HENDERSON, *Secretary*.

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary*.

No. 1,453.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 7th August, 1894.

SIR,—In reply to your letter of the 1st instant, I am directed to state for the information of the Chamber of Commerce that His Excellency is most anxious, in the interests of the trade of the port, to have the proclamation, declaring Hongkong to be infected, withdrawn as soon as possible, but is advised that no such withdrawal can take place at present.—I have, &c.,

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

*The Secretary*, CHAMBER OF COMMERCE,  
*Sec. Sec. Sec.*

A.

No. 1,703.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 3rd September, 1894.

SIR,—I am directed to transmit to you for the information of the Chamber of Commerce the enclosed copy of a letter from the Consul at Canton respecting the plague.—I have, &c.,

A. M. THOMSON, *per Acting Colonial Secretary.*

*The Secretary, CHAMBER OF COMMERCE,*

*&c., &c., &c.*

(Copy.)

No. 78.

H. M. CONSULATE,  
CANTON, 30th August, 1894.

SIR,—With reference to previous correspondence on the subject of the recent outbreak of the plague in these parts, I have the honour to inform you that the disease had ceased to be epidemic here by the end of July when the people appeared no longer to trouble themselves about it. During the present month there have been sporadic cases; but yesterday, in reply to enquiries at the plague hospitals in this city, I was informed that in neither of them had there been a single case of plague for several days, and that the large matshed hospital that had been erected to the west of the city especially for plague patients was in course of removal. Further, the Superintendent Physician of the American Mission Hospital here wrote to me yesterday as follows:—"I am glad to say that no case of plague has come to my notice for several weeks."—I have, &c.,

BYRON BRENAN, *Consul.*

The Honourable THE COLONIAL SECRETARY,

*&c., &c., &c.*

HONGKONG.

No. 1,863.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 19th September, 1894.

SIR,—I am directed to transmit to you for the information of the Chamber of Commerce the enclosed copies of correspondence respecting the cessation of the plague in this Colony.—I have, &c.,

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

*The Secretary, CHAMBER OF COMMERCE,*

*&c., &c., &c.*

A.

(Copy.)

H. B. M. CONSULATE-GENERAL,  
SHANGHAI, 6th September, 1894.

SIR,—I have the honour to acknowledge with thanks the receipt of your telegram of the 3rd instant informing me that the plague proclamation had been withdrawn.

I take the opportunity of expressing my sincere congratulations to you and to the Colony on the cessation of the plague and the great sympathy that we have all felt for the distress which its visitation has caused to Hongkong.—I have, &c.,

N. J. HANNEN, *Consul-General.*

His Excellency Sir WILLIAM ROBINSON, K.C.M.G.,

*&c., &c., &c.*

(Copy.)

GOVERNMENT HOUSE,  
HONGKONG, 14th September, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 6th instant in which you congratulate me and the Colony of Hongkong on the cessation of plague, and express the sympathy which has been felt by the community of Shanghai for the distress which this visitation has occasioned to this Colony.

I am expressing my own feelings and, I believe, those of the people of Hongkong when I say that we much appreciate this expression of your sympathy and that we also value very highly the attitude which Shanghai maintained towards Hongkong throughout the crisis which has now happily passed away.—I have, &c.,

WILLIAM ROBINSON,  
*Governor.*

*Her Majesty's Consul-General,*

SHANGHAI.

## A.

*Extract from Chamber's letter to Colonial Secretary, 10th December, 1894.*

The onerous quarantine regulations imposed by the Straits Government against Hongkong in connection with the bubonic plague followed by the unusual action taken of refusing to accept this Government's telegraphic intimation that this Colony had a clean bill of health, (the Governor of the Straits Settlements having intimated that he would await written advices before doing so) seems to call for some representation and protest. Neighbouring ports and non-British colonies were, singularly enough, more liberal than the Straits Settlements in their attitude, and the port of Shanghai stands conspicuous in its moderate, enlightened, but effective measures of quarantine.

The Committee, while fully sympathizing with the desire of any community to guard against the invasion of dangerous diseases, cannot but think the measures adopted are at times the outcome of, if not panic, at least too hasty action and are often entirely opposed to the opinions of experts who now almost unanimously consider the quarantine regulations, formerly held to be efficacious, are calculated to promote rather than to prevent the spread of diseases whether of an infectious or a contagious nature, and the Singapore Authorities seem to have erred in that direction.

It is to be hoped that it may be long before the supposed necessity for the enforcement of stringent quarantine regulations again arises, but complete exemption from dangerous diseases is not in the natural order of things, and in view of the possibility of Singapore assuming a similar attitude on some future occasions it seems very desirable that the question should be fully discussed between the respective Governments and in need be referred to the Secretary of State for the Colonies. If His Excellency should see fit to give his valuable assistance in endeavouring to induce the Singapore Government to modify its regulations, the Committee feel confident a change for the better would result to the mutual benefit of both colonies.

AMOY, 15th December, 1894.

SIR,—It has been stated at a meeting of the Hongkong Sanitary Board that plague had broken out in Amoy, and a report to that effect sent to His Excellency the Governor.

## A.

The probable result of this report will be that Amoy will be quarantined by the Authorities of Hongkong and the Straits Settlements, such a step being natural enough were there proof, or even well founded suspicions of the existence of plague here.

We believe the report to be unfounded, and would ask your kind help, in the interests of our common trade, in laying before your Government the reasons on which we found our belief that no plague exists here.

No doubt a Board of the intelligence of the Hongkong Sanitary Board has acted on what it considers reliable information. We have no knowledge whence that information was derived, but apparently it does not emanate from the medical officers of the port, nor from H.B.M.'s Consul. These officials declare the port clean, and issue clean bills of health, the subject comes under their official duty and, as far as we are aware, no other source of intelligence exists worthy of the least credence.

To place you in possession of all the information we have on the subject, it will suffice to enclose copies of our letter of 14th instant to Dr. MACDOUGALL, the health officer of the port, and of his reply dated this day.

We believe H.B.M.'s Consul makes a report on the same subject to the Governor of Hongkong, and we rely on your invariable courtesy and zeal for the general interests of trade to make such communications to your Government as you may consider justified by the information contained in the enclosures referred to.—I have, &c.,

ROBERT H. BRUCE, *Chairman,*  
*Amoy Chamber of Commerce.*

Honourable J. J. KESWICK,

*Chairman,* CHAMBER OF COMMERCE,

*Sc., Sc., Sc.*

HONGKONG.

(Copy.)

AMOY, 14th December, 1894.

DEAR SIR,—The Chamber of Commerce here proposes to address the Chamber in Hongkong denying the existence of any authentic evidence of plague at this port, and requesting the latter Chamber to make such representations to the Government as may be called for in accordance with the proof we may be able to bring forward that plague does not exist.

## A.

You are no doubt aware that Chinese report a high death rate in the city just now, and that Roman Catholic missionaries, whose knowledge of the people entitles their opinions to some weight, express their belief that the prevalent sickness is bubonic plague. On the other hand, you grant clean bills of health, and we understand that although you have taken exceptional pains to discover a case of plague, you have, so far, not been successful.

We would, therefore, feel much obliged if you could hand us a letter, which we can forward to Hongkong and Singapore, stating your opinion as to this rumour of plague, and your reasons for holding such opinion.—Your &c.,

ROBERT H. BRUCE, *Chairman,*  
*Amoy Chamber of Commerce.*

DR. MACDOUGALL, M.D., &c., &c.,  
AMOY.

AMOY, 15th December, 1894.

DEAR SIR,—In reply to your letter of yesterday I beg to state that I have not seen a case of plague in Amoy. Dr. WINGATE and the Missionary Doctors inform me that they have not seen any cases. Dr. WINGATE and myself have a large native hospital for the treatment of poor Chinese. We also have some private practice amongst the natives in the city, so that the existence of any serious epidemic is hardly likely to escape our notice. Soon after bubonic plague was known to exist in Hongkong rumours of its presence here commenced. I was very anxious to see a case, if I could, so I offered my native hospital assistants and some native doctors a reward of \$5 to the first man who could shew me a case. This led to many invitations to see patients in the city. These were all visited but no plague found. I may say that my offer is still open. A great deal of typhoid fever has prevailed here for the last two or three months and the death rate has been higher in consequence. I cannot, of course, swear that no case of plague has occurred in Amoy, but I can and do say that with all my

## A.

opportunities for observation, and after diligent search for the same, I have failed to find any. Knowing the extreme filthiness of the native city of Amoy, and the entire absence of any sanitary regulations it seems to me very improbable that such an epidemic can have existed all these months without, by this time, having assumed such alarming proportions as to render its existence beyond doubt or question.—I am, &c.,

H. MACDOUGALL, M.B.

R. H. BRUCE, Esq.,  
*Chairman, AMOY CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 22nd December, 1894.

SIR,—I beg to acknowledge the receipt of your esteemed favour of 15th December giving cover to copies of a letter addressed to Dr. MACDOUGALL and his reply, from which the Committee of this Chamber is glad to learn that the reported outbreak of bubonic plague at your port was, apparently, quite unfounded.

I have had much pleasure in placing the correspondence before the Government and recommending it to the careful consideration of His Excellency the Governor.

The quite unnecessarily severe quarantine regulations imposed against Hongkong and neighbouring Chinese ports by the Straits Government have recently been the subject of correspondence between this Chamber and the local Government, and as it may interest you to be informed of the views held by this Chamber in regard to the action of the Straits Government I would ask your kind attention to the enclosed copies of letters in which the subject is discussed.—I have, &c.,

F. HENDERSON, *Secretary.*

R. H. BRUCE, Esq.,  
*Chairman, CHAMBER OF COMMERCE,*  
*Amoy.*

AMOY GENERAL CHAMBER OF COMMERCE,  
AMOY, 28th December, 1894.

SIR,—I beg to acknowledge the receipt of your favour of 22nd instant with enclosures from which I note with much pleasure the steps you have

## A.

taken in bringing to the notice of the Colonial Government the falsity of the rumours that plague exists in Amoy.

Thanking you for your kind services, —I am, &c.,

ROBERT H. BRUCE, *Chairman.*

F. HENDERSON, Esq.,

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

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 24th December, 1894.

SIR,—I have the honour to hand you herein copy of a letter received from the Chairman of the Amoy Chamber of Commerce and copies of a letter addressed to Dr. MACDOUGALL, health officer of the port, and his reply, and would ask you to be good enough to bring these to the notice of His Excellency the Governor.

The question dealt with in the above correspondence is an, apparently, unfounded report which reached the Sanitary Board here to the effect that an outbreak of bubonic plague had occurred at Amoy, and though this report has already been contradicted it may be satisfactory to the Government to have the information confirmed by Dr. MACDOUGALL whose position enables him to speak authoritatively on the subject.

From the remarks contained in the Chairman's letter the Amoy Chamber evidently viewed with considerable apprehension the action the Straits Government would probably have taken had there been any reasons for supposing that the plague had made its appearance at Amoy, and as these remarks in some measure support the contention put forward by this Chamber when lately commenting on what appeared to be the quite unnecessarily onerous nature of the quarantine regulations imposed against Hongkong by the above Government, the Committee venture to hope the accompanying correspondence will receive His Excellency's usual careful consideration.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

## A.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 26th December, 1894.

SIR,—The question of the extreme quarantine regulations imposed by the Straits Government against Hongkong in connection with the late bubonic plague is a matter so mutually and materially affecting the trade of both Colonies that the enclosed copies of correspondence, to which I have much pleasure in asking your kind attention, may perhaps prove of some interest.—I remain, &c.,

F. HENDERSON, *Secretary.*

ALEX. J. GUNN, Esq.,

*Secretary, CHAMBER OF COMMERCE, SINGAPORE.*

CHAMBER OF COMMERCE,  
SINGAPORE, 3rd January, 1895.

DEAR SIR,—I have the honour to acknowledge receipt of your letter of 26th ultimo relative to the quarantine regulations which it had been found necessary to impose against arrivals from your port during the recent prevalence of the bubonic plague, and the correspondence accompanying has been read with much interest.

I am instructed to state that this Chamber, whilst deeply regretting the unavoidable interference with the important trade between the two ports, deemed it necessary to support the Government in the course adopted. It was impossible to shut our eyes to the enormous loss which would have been inflicted upon the whole trade, if the disease had been communicated to this port, and there was at least one instance of very narrow escape from it.

The Chamber will, however, hold itself ready to render such assistance to the Government as may be within its province, in the consideration of the question for future guidance, if unhappily quarantine should at any time again become necessary.—Yours, &c.,

ALEX. J. GUNN, *Secretary.*

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



## A.

No. 176.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 23rd January, 1895.

SIR,—With reference to your letter of the 10th ultimo, I am directed by the Governor to transmit for the information of the Chamber of Commerce the enclosed copy of a letter from the Acting Colonial Secretary of the Straits Settlements and to enquire whether the Chamber has any further representations on the subject which His Excellency proposes to refer to the Secretary of State.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
&c., &c., &c.

Colonies 11,222/94.

COLONIAL SECRETARY'S OFFICE,  
SINGAPORE, 9th January, 1895.

SIR,—I am directed by the Governor of the Straits Settlements to acknowledge the receipt of your letter No. 2,437 of the 17th ultimo forwarding for His Excellency's consideration an extract from a letter from the Hongkong Chamber of Commerce on the subject of the quarantine regulations of this Colony.

2. The complaint of the Hongkong Chamber of Commerce is that quarantine restrictions were not immediately removed on the receipt of information by telegram that the Hongkong Government was issuing clean bills of health.

3. In order that the matter may be clearly set out, I append a summary of the correspondence which passed between the two Governments.

On the 3rd September, a telegram was received from you stating that the plague proclamation had been withdrawn.

On the 4th September a reply was sent stating that this Government proposed to wait for further information in writing before cancelling the quarantine restrictions and asking for full details. In reply to a further telegram from you, the details required were set out in a telegram dated the 6th September and you were asked whether the Hongkong Government was issuing clean bills of health.

Your reply, giving the information asked for and stating that clean bills of health were being issued, was received on the 7th September.

## A.

By my letter of the 11th September, an explanation was given of the reason for not at once removing the quarantine precautions, viz., because it was not ascertained that the disease had ceased to exist in Hongkong.

On the 18th September, you informed me that the last fresh case occurred on the 12th, and on the 21st that no further case had occurred.

The quarantine restrictions were then removed.

4. His Excellency, after a full consideration of the matter, is unable to concur in the view expressed by the Hongkong Chamber of Commerce, and consider that the precautions taken by this Government were not, under the special circumstances of the Colony, otherwise than necessary and reasonable, and I am to add that, in carrying out the system of quarantine, the Government was, as His Excellency believes, in full accord with the mercantile community of Singapore and Penang.—I have, &c.,

A. P. TALBOT, *Acting Colonial Secretary,*  
*Straits Settlements.*

To Honourable

THE ACTING COLONIAL SECRETARY,  
HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 7th March, 1895.

SIR,—I have the honour to acknowledge receipt of your esteemed favour of 23rd January handing copy of a letter, for which the Committee are much obliged, from the Acting Colonial Secretary, Singapore, in explanation of the action of the Singapore Government in endeavouring to prevent the introduction of bubonic plague into the Straits Settlements.

When addressing you on 10th December, the Committee had the honour of calling His Excellency's attention to the onerous nature of the quarantine regulations imposed by the Straits in connection with the above epidemic, and referring to what in the opinion of experts is now considered the inefficiency of restrictions which were formerly accepted as wise precautions against the spread of infectious or contagious diseases.

His Excellency courteously gave the Committee the opportunity of making any further representations on the subject of quarantine regulations before referring it to H. M. Secretary of State, but as it appears from the Singapore correspondence unlikely that the Straits Government will concur

## A.

in the opinions of the Committee of this Chamber, it only remains to express a hope that His Excellency will be pleased to very strongly urge on H. M. Government that quarantine regulations being necessary such regulations should be framed with due regard to the interests involved, and the serious loss caused by even the temporary stoppage of such a trade as exists between the Straits and neighbouring ports.

It is also desirable that an uniform practice, if possible, should be in force between adjacent colonies such as this and Singapore, in all matters of common interest. In the recent quarantine against Hongkong, an apparent doubt was thrown upon the Hongkong Government's statement, by the Singapore authorities, that the Colony was free from epidemic, and suggests a divergence that should not rule between these Colonial Governments.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary,*  
HONGKONG.

No. 501.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 14th March, 1895.

SIR,—With reference to your letter of the 7th instant, I am directed to state for the information of the Chamber of Commerce that a copy of the correspondence noted in the margin relative to the nature of the quarantine regulations recently enforced against this Colony by the Government of the Straits Settlements has been transmitted to the Secretary of State for his consideration.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
§c., §c., §c.

*Letters referred to above.*

Chamber's letter of 10th December, 1894, and 7th March, 1895, to Colonial Secretary.

Acting Colonial Secretary, Singapore, to Acting Colonial Secretary, Hongkong, 9th January, 1895.

## B.

## Restrictions on the Importation of Machinery into China.

TIENTSIN, April 25th, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 12th instant, enclosing copy of a notification issued by the Commissioner of Customs at Shanghai respecting the importation of machinery at the Treaty Ports, and requesting information as to the steps that have been taken in consequence of this action of the Chinese Authorities.

In reply I beg to state that the Doyen of the Corps Diplomatique at Peking has protested against the notification in question, and informed the Chinese Government that the Foreign Representatives decline to recognize its validity as being opposed to the privileges and accorded by the Treaties, and that the question still forms the subject of correspondence between the Corps Diplomatique and the Tsung-li Yamén.

I have to add that a communication to this effect has been addressed to Her Majesty's Consuls at Treaty Ports.—I have, &c.,

N. R. O'CONNOR.

Honourable J. J. KESWICK,  
*Chairman,* HONGKONG GENERAL CHAMBER OF COMMERCE.

*Extract from "Daily Press," 30th July, 1894.*

In the House of Commons on the 26th June, Sir G. BADEN POWELL asked the Under Secretary of State for Foreign Affairs whether he was aware that within the last few months the authorities of the Chinese Customs at Shanghai had for the first time been prohibiting the importation of any industrial machinery by foreign merchants which was worked by steam or which, in the opinion of the said authorities, endangered the lives or means of livelihood of the Chinese, and imposing a differential *ad valorem* duty of 5 per cent. on other industrial machinery if introduced by foreign as distinguished from Chinese merchants; and whether such action was in accordance with our treaty rights in China; if not what action, if any, had been or would be taken by Her Majesty's representative in China to uphold our treaty rights Sir E. GREY said—"Her Majesty's Government consider that the action

of the Chinese authorities in this matter is inconsistent with the treaty rights of foreign Powers in China. The question has formed the subject of discussion between the Tsung-li Yamen and the diplomatic body at Peking, who have informed the Chinese Government that they cannot recognise the notification of the Shanghai Customs authorities as in any way binding on foreign subjects."

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**C.**

**Indian Import Duty on Silver.**

3, LOMBARD STREET, LONDON, E.C.,  
2nd March, 1894.

DEAR SIR,—I thank you for your favour of the 24th January and the subject on which it treats I had, as requested, much pleasure in giving immediate attention to on receipt of the message.

I have now to own receipt of a telegram on 28th ultimo transmitted by MESSRS. JARDINE, MATHESON & Co. requesting me to communicate to the important Chambers of Commerce, the Bimetallic League and the Press the views of your Chamber on the intention of the Indian Government to impose a duty on silver. The message required words to be repeated, and it was only to-day that I could act as desired.

I enclose copy of the communication I am making and I trust the rendering of the meaning of your message is in accordance with what was intended. It was necessary, of course, to paraphrase somewhat the disjointed sentences transmitted through code words.

I shall use every endeavour to give full effect to the wishes of your Chamber, and a meeting of the Eastern Section of the London Chamber of Commerce is called for Monday, the 5th instant, to consider how best to proceed.—I am, &c.,

W. KESWICK.

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

**C.**

The following telegram has been received from Hongkong with a request that it should be communicated to the Press:—

‘Chamber of Commerce request you to communicate with the important Chambers of Commerce of the United Kingdom and with the Bimetallic League, with a view to protesting against the intention of the Indian Government to levy a duty upon silver. A further decline in silver will attend the imposition of a duty and would entail a great sacrifice of British interests: the closing of the Mints has already been ruinous and further disastrous results are inevitable in the event of England continuing unfavourable to silver. If there be delay in re-opening the Mints to silver-coinage on the same conditions as before, the position of trade between India and China will become critical.

British manufactures are threatened dangerously and permanently owing to the stimulus given by cheap silver to the production of cotton goods in China and Japan.

A memorial to the House of Commons is in course of preparation.”

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The importance of the subject dealt with in this telegram will be seen when it is remembered that the total trade, exports and imports, of China, Japan, the Straits, and Manila amounts to £130,000,000 annually. (See evidence before Lord HERSCHELL'S Committee, page 37.) The total trade of India is there stated to be £109,000,000.

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**D.**

**Coinage of a British Dollar.**

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 12th May, 1894.

DEAR SIR,—I beg to acknowledge receipt of your esteemed favour of 9th ultimo, which I had the pleasure of laying before the Committee at its monthly meeting, when I was instructed to thank you for the letter and to state that the Committee learns with much pleasure that your Chamber favours the coinage of a British dollar.—I am, &c.,

F. HENDERSON, *Secretary.*

*The Secretary, CHAMBER OF COMMERCE, SINGAPORE.*

D.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 11th June, 1894.

DEAR SIR,—I have the pleasure to own receipt of your esteemed favour of 2nd March and beg to apologise for this tardy acknowledgment somewhat due to an unusually long interval between the Committee meetings.

I am directed to offer you the thanks of the Committee for your kindness in assisting the Chamber in its endeavours to oppose the imposition of an Indian import duty on silver and for the trouble you have taken in connection therewith. Though these have not for the present been successful they may perhaps not be without some effect in influencing the Indian authorities in regard to future financial legislation.

In connection with the suggested coinage of a British dollar for use in Hongkong and the Straits, which you have been good enough to assist the Chamber in agitating for, you may have noticed some diversity of opinion exists in Singapore as to the desirability of such coinage. The Governor is reported to have declined to wire a recommendation in its favour to the Secretary of State, but in justice to His Excellency it should be added that he is also reported to have forwarded to the home authorities all other recommendations brought to his notice. The Singapore Chamber has shown its approval, but the Straits Association is evidently undecided, as Mr. GUNDRY writes on 10th April—"The Straits Association in this country have deferred action "till they had ascertained the feeling in the Straits Settlements. There is "reason to believe, however, that they will, now, shortly be in a position to "support the request of the Hongkong community."

This rather unexpected want of unanimity on the part of the Singapore community, which was supposed to be in much the same position as Hongkong in regard to currency requirements and in wishing not to be in any measure dependent on a foreign state for its coinage, somewhat changes the aspect of affairs in so far that, however much Hongkong is in want of an increase to her currency, the advocates of a British dollar are not prepared to suggest its adoption unless it is at the same time made a legal tender in the Straits Settlement, as this Chamber has all along insisted upon.

It has been shown that a dollar specially minted for Hongkong is not acceptable in the North of China, and you will probably agree with the Committee in thinking that the adoption of a coin with no outlet beyond Hongkong would be attended with considerable risk.

D.

Under those circumstances it seems desirable that the Chamber should learn the decision of the Straits Settlements before moving further in the matter.—I am, &c.,

F. HENDERSON, *Secretary.*

WILLIAM KESWICK, Esq.,  
LONDON.

No. 2,026.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 15th October, 1894.

SIR,—With reference to previous correspondence I am directed to state for the information of the Chamber of Commerce that a telegram has been received from the Secretary of State for the Colonies to the effect that the coinage of a British dollar for the Straits Settlements and Hongkong has been sanctioned.—I have, &c.,

A. M. THOMSON, *per Acting Colonial Secretary.*

*The Secretary,* CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 6th December, 1894.

SIR,—With reference to my letter No. 2,026 of the 15th October last, I am directed to state for the information of the Chamber of Commerce that a despatch has been received from the Secretary of State to the effect that the proposal to coin a British dollar at the Indian mints has been sanctioned and that the new coin will be issued for circulation in the Straits Settlements and Hongkong.

It has been decided, on the recommendation of the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia and China, that the dollar shall be of the same weight and fineness as the Japanese yen, and the Hongkong Mint dollar (of the second issue), viz., of 416 grains weight and 900 millesimal fineness instead of being of the same weight and fineness as the Mexican dollar.

The Order in Council making the new dollar legal tender in Hongkong is being prepared and will be issued in due course.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE.

&c., &c., &c.

**D.**

No. 101.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 14th January, 1895.

SIR,—With reference to previous correspondence I am directed to transmit for the information of the Chamber of Commerce the enclosed copy of telegrams which passed between the Governor of the Straits Settlements and the Secretary of State on the subject of the coinage of the British dollar.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
&c., &c., &c.

## TELEGRAMS.

(*Sir C. Mitchell to the Marquess of Ripon.*)

8th December, 1894.

Referring to your despatch No. 351, will dollars be issued in exchange for bullion only through the banks.

(*The Marquess of Ripon to Sir C. Mitchell.*)

Sent 3.15 p.m., 8th December, 1894.

Dollars will be issued on payment one per cent. in exchange for bullion to any one.

**E.**

## Sunday Cargo-Working Ordinance.

HONGKONG, 16th July, 1894.

SIR,—We beg to bring the following matter to the notice of the Chamber, and to ask its intervention with a view to getting the question settled for the future.

**E.**

The possibility having occurred of our having to ballast a Ben steamer on a Sunday, we applied to the Harbour Master to know whether in the event of ballast being loaded, it would be necessary under the Sunday Cargo-Working Ordinance for us to obtain a permit, and, if such permit were requisite, whether a fee would be chargeable.

We have the Harbour Master's reply as follows:—"I beg to inform you that I have no special instructions on the subject of ballast, but that as it is not included in the clause exempting certain things from the provisions of the Ordinance, I conclude that the Ordinance applies to it, in which case a permit will be necessary for which a fee attaches according to the tonnage of the ship."

We have not found it necessary to test the question further, as the steamer referred to arrived in port in time to be ballasted on a Saturday, but the question is one which will most likely arise again, and, as it is of some interest to those connected with shipping matters, we think it would be desirable to have it definitely cleared up if the Sunday Cargo-Working Ordinance bears out the Harbour Master's interpretation as given to us. The wording of the Ordinance is very clear—"No cargo shall be received on board, loaded, worked, or discharged from any vessel, within the waters of this Colony, on Sunday unless a "permit" from the Harbour Master has been first obtained," and the permit itself states "permission is hereby granted to the master, the agents and the consignee to receive on board, load, work and discharge cargo."

In connection with this matter we would recall to you the decision of the Magistrate, Mr. Wise, at the Magistracy on 30th October, 1891, in the case of the master of the s.s. *Whampoa*, who had loaded bunker coals on the preceding Sunday, and was charged under the Ordinance in question. His Worship held that bunker coal was not cargo, and dismissed the case, and we think that this must equally apply to ballast.

We should be glad if the Chamber will make a representation to the authorities on the subject.—We are, &c.,

GIBB, LIVINGSTON & Co.

*The Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.*

E.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 17th July, 1894.

GENTLEMEN,—I beg to own receipt of your esteemed favour of yesterday's date having reference to the ballasting of steamers on Sundays, which I shall have much pleasure in laying before the Committee of the Chamber for its early consideration.—I am, &c.,

F. HENDERSON, *Secretary.*

Messrs. GIBB, LIVINGSTON & Co.,  
HONGKONG.

No. 174 M.

HARBOUR DEPARTMENT,  
HONGKONG, 14th August, 1894.

DEAR SIR,—In reply to the enquiry in your letter just received I beg to inform you that the Austrian Lloyd S. N. Co. and Navigazione Generale Italiana steamers are *not* exempt from the payment of fees for Sunday Cargo-Working permits.—Yours &c.,

R. M. RUMSEY, *Harbour Master, &c.*

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

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 20th August, 1894.

SIR,—I am instructed by the Committee of this Chamber to direct the attention of the Government to an Order in the Executive Council of 3rd October, 1893, by which the Sunday Labour Ordinance (No. 6 of 6th May, 1891,) has been amended to the extent that it permits all mail steamers, provided Hongkong is not their terminal port, to discharge and take in cargo here without incurring the fees imposed under the Ordinance.

The Chamber believe that this alteration was passed under instructions given by the Colonial Office, who were moved by the Postmaster General to direct the Hongkong Government to make the change.

It would appear as if the home postal authorities wished to expedite the passages of the mail steamers of the Peninsular and Oriental S. N. Co.

E.

For on the Ordinance No. 6 of 1891 coming into operation the various mail steamers of that line did not, as a rule, take out permits to allow of their working cargo when arriving in this port on Sundays, but lay over idle till Monday. As the mails were always delivered well within the contract time and could be finally delivered at the terminus, Shanghai, also within the prescribed time there was plainly no reason for the Peninsular and Oriental S. N. Co. to incur the expense of the fees for working cargo upon Sundays.

The Committee of the Chamber desire me to point out that the Peninsular and Oriental S. N. Co., and the foreign lines of mail steamers, the Messageries Maritimes and the Norddeutscher Lloyds Steam-ship Company, which benefit by the exemption of the Order in Council, though subsidised by their respective Governments to carry the mails compete keenly for cargo and passengers with the non-subsidised, or cargo steamers, of which there are some seven regular lines using this port *en route* to and from Great Britain and Europe. These non-subsidised steamers are further disadvantaged as against the mail lines, by being obliged to incur the fees imposed under the various enactments which prevent their working on Sundays, or they are compelled to prolong their voyage by lying idle in port while their competitors work on Sundays, thus causing a natural preference to be shewn by shippers and passengers for the speedier services.

The accelerated despatch gratuitously given to foreign owned vessels which is not permitted to British unsubsidised tonnage, the Committee venture to think, is an element that has not received due consideration from those who compelled the amendment of the Colony's laws and requires mention only to cause its immediate rectification.

The Committee of the Chamber desire to suggest that the incidence of Ordinance No. 6 upon Sunday labour shall be uniform without preference to any vessels that come under its provisions, and they put forward the request that His Excellency the Governor will give the matter his favourable consideration taking such steps, as may be necessary, to cause the application of the Ordinance to be thoroughly impartial in its operation.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary, HONGKONG.*

\* to re-remember "No 1"

No. 1,602.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 22nd August, 1894.

SIR,—I am directed to state for the information of the Chamber of Commerce that a copy of your letter of the 20th instant on the subject of the Order in Council of the 31st October, 1893, will be transmitted to the Secretary of State for the Colonies.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,

*Sec., Sec., Sec.*

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No. 2,261.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 20th November, 1894.

SIR,—With reference to your letter of the 27th August last, I am directed to state for the information of the Chamber of Commerce, that a despatch has been received from the Secretary of State in which His Lordship desires the Chamber to be informed that he sees no sufficient reason for allowing any further exemptions from the provisions of *The Sunday Cargo-Working Ordinance, 1891.*

His Lordship also requests that it should be pointed out to the Chamber of Commerce that the exemption allowed to certain mail steamers only applies in cases where they are running under time contracts entered into before the coming into operation of that Ordinance and only for so long as those contracts are in force.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,

*Sec., Sec., Sec.*

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HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 5th January, 1895.

SIR,—I am directed by my Committee to acknowledge receipt of your letter of 20th November last, No. 2,261, and I am to point out that the Chamber in its letter to you of the 20th August, not 27th August as quoted by you, did not ask that further exemptions from the provisions of the Sunday Labour Ordinance should be granted, as you indicate was the reply of the

E.

Secretary of State to that letter, but that the provisions of that Ordinance should be enforced without favour against all vessels. It is clear from this that the Secretary of State cannot have understood the request of my Committee. I am therefore instructed to again call your attention to the Committee's letter, of the 20th August, and to beg that His Excellency the Governor will be pleased to again lay the matter before the Secretary of State for the Colonies. And with reference to the reason advanced by him for the exemption of the mail steamers from the Ordinance above referred to, I am to emphasise the fact that the British mail steamers are quite able to, and do, perform their passages within the specified contract time, without the aid of the exemption gratuitously granted, which concession, as my Committee understand, was given them without solicitation. With reference to the extension of this relief to foreign owned subsidised steamer, I am to point out that, in my Committee's opinion, the relief so granted, on the grounds that foreign mail steamers were under time contracts when the Sunday Labour Ordinance was passed, present no sufficient reason for their exemption. In regulating more important imperial considerations, which may affect foreign countries, for instance the imposition of Customs duties, it is not usual to take into consideration how the impost will affect the position of the subjects of these countries. If, therefore, in such major matters no difference is permitted, my Committee urge that none should be shewn in lesser regulations, such as this local Ordinance provides, particularly when it is demonstrated that the concession works unfairly against British commerce. Further, I am to point out that there is no provision in the Order of the Executive Council of the 31st October, 1893, that the exemption to all mail steamers shall cease upon the termination of their present respective mail contracts, thus leading to the inference that the privilege is indefinite in duration.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

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No. 56.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 7th January, 1895.

SIR,—In reply to your letter of the 5th instant, I am directed to state for the information of the Chamber of Commerce that a copy of your letter

## E.

of the 20th August last was duly forwarded to the Secretary of State; and that the reference to your letter of the 27th idem was made because it was the last received from the Chamber on the subject of the correspondence.

I am also to point out that paragraph 2 of the Order in Council published in Notification No. 395 of the 2nd November, 1893, provides explicitly for the cessation of the privilege in question on the termination of existing mail contracts.

A copy of your letter under reply will be forwarded to the Secretary of State as requested.—I have, &c.,

J. H. STEWART LOCKHART, *Acting Colonial Secretary.*  
*The Secretary, CHAMBER OF COMMERCE,*  
*Sec., Sec., Sec.*

## F.

Congratulatory Telegrams exchanged between the  
 Telegraph Companies and the Chamber.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED,	THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN,
	HONGKONG STATION, 8th May, 1894.

SIR,—I beg to inform you that I am requested to communicate the following telegram received this morning:—

*From*

SIR JOHN PENDER,  
*Chairman,*  
*The Eastern Extension Telegraph Co.,*

*To*

*The Chairman,*  
 HONGKONG CHAMBER OF COMMERCE.

“Having had a long and intimate connection with the Far East during my commercial career, and knowing the value and necessity of thoroughly reliable telegraphic service to an important business centre like Hongkong, it has afforded me peculiar pleasure in being able to strengthen and improve

## F.

your Colony's cable communication with the mother country and the rest of the world by means of the alternative cable just completed to Labuan, Borneo, and Singapore, and I beg to offer you my hearty congratulations on this auspicious event.

“I would also express the hope that this further instance of the Company's liberality and enterprise, involving as it does an enormous expenditure, will convince the commercial community of Hongkong of the Company's desire to meet the public requirements as fully as possible, and that the Hongkong Chamber of Commerce will extend to the Company the same fair and generous treatment which Chambers of Commerce all over the world have always shown themselves ready to accord to other forms of private enterprise.”

I shall be very glad to forward any reply you may be desirous of sending to the foregoing telegram.—I am, &c.,

L. WEBSTER, *for Manager in China.*

The Honourable J. J. KESWICK,

*Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
 HONGKONG, 12th May, 1894.

SIR,—I have the pleasure to own receipt of your letter of 8th instant, conveying a congratulatory message to the Chamber from Sir JOHN PENDER on the occasion of the successful completion of cable communication between Hongkong and Singapore, *via* Borneo.

The Chamber has much pleasure in reciprocating to Sir JOHN PENDER's good wishes, and I would ask you to kindly communicate to him a message to the following effect:—

“The Chamber of Commerce conveys an expression of its thanks to Sir JOHN PENDER, Chairman of the Eastern Extension Telegraph Co., for his message of congratulation on the completion of the telegraph cable to Hongkong *via* Labuan.”—I have, &c.,

J. J. KESWICK, *Chairman.*

WALTER JUDD, Esq.,

*Manager in China,*

*The Eastern Extension Australasia & China Telegraph Co.,*

*and*

*The Great Northern Telegraph.*



F.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED,  
THE GREAT NORTHERN TELEGRAPH COMPANY  
OF COPENHAGEN,

HONGKONG STATION, 19th July, 1894.

DEAR MR. HENDERSON,—To-morrow, Friday, the Associated Eastern Telegraph Companies celebrate the 25th anniversary of the establishment of submarine telegraphy with the Far East, by a *fête* at the Imperial Institute, in which the Prince of Wales will take part.

Should the Chairman of the Chamber of Commerce desire to send a congratulatory telegram to Sir JOHN PENDER, I would be pleased to pass it through.—Yours, &c.,

L. WEBSTER.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 20th July, 1894.

The Hongkong General Chamber of Commerce begs to offer its congratulations to the Telegraph Companies on the occasion of their twenty-fifth anniversary of telegraphy with the Far East, and is pleased to have the opportunity of wishing them a long and continuous career of prosperity.

F. HENDERSON, *Secretary*.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED,  
THE GREAT NORTHERN TELEGRAPH COMPANY  
OF COPENHAGEN,

HONGKONG STATION, 25th July, 1894.

DEAR SIR,—Will you kindly communicate the following from—

Sir JOHN PENDER,

*To the Chairman,*

CHAMBER OF COMMERCE.

“Your telegram of congratulation on the occasion of the celebration of our 25th anniversary is peculiarly gratifying to me coming as it does from the merchants of Hongkong, whom it always has been, and will still be our desire to serve.”—I am, &c.,

L. WEBSTER, *for Manager in China.*

*The Secretary,* HONGKONG CHAMBER OF COMMERCE.

G.

Preferential Duties granted by the Hoppo of Canton  
on Junk carried Cargo.

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

HONGKONG, 19th July, 1894.

DEAR SIR,—Adverting to previous correspondence upon the subject of the illegal concessions made by the Canton Hoppo in regard to duties on cargo shipped by junk to this port for transhipment to vessels bound to foreign ports, whereby the trade of the river steamers has been for some years past and still is materially and prejudicially affected, I regret to report that there is no improvement in the state of affairs, nearly the whole of this season's tea, so far, having come down by native craft.

I shall feel obliged if you will inform me, for the information of my Board, whether your Chamber proposes to take any further steps in this matter.

Thanking your Committee for what has already been done,—I remain  
&c.,

THOS. ARNOLD, *Secretary*.

F. HENDERSON, Esq.,

*Secretary,* HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 20th July, 1894.

DEAR SIR,—I have the pleasure to own receipt of your favour of yesterday's date having reference to the continued granting of preferential duties on junk carried cargo from Canton to the detriment of the interest of the River Steam-ship Companies.

The Committee of the Chamber will be pleased to re-open the correspondence formerly entered into, and will at an early date address H. B. M.'s Minister at Peking on the above subject of complaint.—I am, &c.,

F. HENDERSON, *Secretary*.

THOS. ARNOLD, Esq.,

*Secretary,* HONGKONG, CANTON & MACAO  
STEAM-BOAT COMPANY, LIMITED.

## G.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 5th September, 1894.

SIR,—I have the honour to wait upon you with the accompanying letter (in triplicate) addressed to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs having reference to the granting of preferential duties by the Canton officials on junk carried cargo, and would ask you to be good enough to forward it to its destination.

I further beg to hand you an additional copy of above letter and enclosure for reference if required.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary, HONGKONG.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 1st September, 1894.

SIR,—It is with considerable regret that this Chamber has to return to the subject of "differential duties" in favour of the junk trade between Canton and this Port that has occupied its attention during the last three years and which the Chamber was compelled to bring under the personal notice of Her Britannic Majesty's Principal Secretary of State for Foreign Affairs on the 1st December, 1891.

To save troublesome references and to put your Lordship in possession of the full facts and history of the case, you will find enclosed a printed copy of all the details that have come under the notice of this Chamber in connection with this long standing grievance of the shipping interests of this Colony.

I beg to point out that the Chinese Authorities have most distinctly admitted their illegal action, and, in August 1892, consequent upon the strong representations made, at the instigation of Her Britannic Majesty's Principal Secretary of State, by Her Britannic Majesty's Envoy Extraordinary at Peking to the Tsung-li Yamén the objectionable system was partially abolished and a return to the normal traffic, as regards tea, was established consequent upon an equal levy of duties upon that article whether shipped by junk or steamer.

## G.

This relief was, however, of short duration, for on the 13th July, 1893, the old illegal order was re-established by the Chinese Authorities in Canton, and since that date up till now only a few packages of tea have been brought to Hongkong by steamers, with these few trifling exceptions the entire trade has reverted to junks.

Your Lordship will observe this complaint refers to tea only, but other articles of produce receive similar favoured treatment if shipped by junk, and the number thus dealt with has increased, and will no doubt further increase, from what it was three years ago owing to the impunity with which the Chinese Authorities are able to break Treaty obligations. Exports from Hongkong to Canton by junk are also receiving privileged treatment to induce the traffic to go in Native bottoms.

It is particularly noticeable at this second stage of the complaints that the Chinese Authorities both in Peking and Canton most distinctly asseverate that no preferential duties are now granted to junk carried tea from Canton, and a new phase is imported by Her Britannic Majesty's Minister at Peking who asks for specific proofs that such is not the case, by the production by the complainants of actual instances of the differential levies. As pointed out by the Chamber in the enclosed correspondence it is impossible to produce native evidence—the only proof that could be adduced against the action of their own officials. This must be self-evident to any one with but slight knowledge of the Chinese. Besides, the tortuous way in which the preferential duties may be levied, either by specific reductions, drawbacks, allowances in weight, values, or classification, makes it doubly difficult for foreigners to follow the devious methods that must be employed to hoodwink the higher officials who are assured, and repeat their belief to Her Britannic Majesty's Officials, both in the North and South, that no such malpractices occur.

A strong light is thrown upon the system when Her Britannic Majesty's Minister at Peking informs Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, as is stated in the Foreign Office letter to this Chamber dated 29th May, 1892:—

"The Viceroy had added that if any irregularities were still  
"practiced, they must be due to unauthorised action on the  
"part of the Hoppo's subordinates."

## G.

Here is an admission that irregularities may exist without the knowledge of the higher officials, such irregularities this Chamber maintains now occur. For exactly the same set of circumstances produces the same result. Complaint is made that breaches of Treaty occur, after a long correspondence and much negotiation an admission is made that these breaches have happened, orders are given for rectification of these illegal acts, and the carrying trade reverts for a time to normal channels. The trade then departs from its usual course into the old preference for junk carriage. No other conclusion is possible but that the same practices are at work now that were admitted to exist before.

Buyers of produce in Canton for export to foreign ports from Hongkong are able to purchase considerably cheaper if bought delivered by junk in Hongkong, than if they purchase for delivery in Canton and transferred the cargo from Canton to Hongkong in foreign steamers, the freight by steam to Hongkong being very much below junk carriage. In short, a seller of produce for delivery in Canton would demand considerably more than would be accepted, for the same article delivered by junk, at seller's expense, in Hongkong.

The whole matter is patent in this Chamber's opinion, and it appears unreasonable to doubt the existence of some such methods as are indicated for the continuance of the illegal breaches of Treaty that permanently occur, and equally unreasonable to expect the complainants to furnish specific proof of any particular breaches. A very fair analogy may be instanced with what has occurred again and again with the Gambling Houses at Kowloon City which may be within your Lordship's cognisance.

Remonstrance after remonstrance is addressed by the Governor of this Colony, through Her Britannic Majesty's Minister at Peking, to the Chinese Authorities against the dangerous nuisance that they permit to be established in such close proximity to Hongkong--the vice of gambling is contrary to Chinese law. Tardily orders are transmitted to stop the evil. The houses are temporarily closed, to open again very shortly afterwards, just the same as before. How often this has happened is within the knowledge of Her Britannic Majesty's Minister at Peking.

The Chamber feels diffident to recommend any system that shall once for all put an end to the recurrence of their complaints. For with the tortuous Native methods the Committee feel they may be suggesting

## G.

devices that will render the native ways even more secret and less liable to detection. But the Chamber considers, provided the Chinese Authorities would consent, that if all cargo intended for exportation to foreign ports shall be passed only through the Imperial Maritime Customs instead of indiscriminately both through the Native Customs and the Imperial Maritime Customs, as at present, a blow would be struck at the present irregularities, which would probably end all complaints.

It should also be incumbent upon the exporter in Canton to declare, when passing his goods through the Native Customs, that they are not for export to foreign ports from Hongkong. False statements on this point could be readily detected and proved in Hongkong when a fine of the duty leviable under the Imperial Maritime Customs Tariff should be levied and paid to the satisfaction of Her Britannic Majesty's Consul in Canton, in addition to what has already been paid on the goods to the Native Customs.

The many various phases of the entire question are so fully set forth in the printed correspondence enclosed that the Chamber would only beg your reference to them.

The Chamber begs to acknowledge the unvarying courtesy, the keen interest and prompt attention which have invariably been manifested by Her Britannic Majesty's Minister at Peking in the conduct of this troublesome affair, and in addressing your Lordship personally have no desire it should be thought they intend to pass over Her Britannic Majesty's Minister, but considering the importance of the interests involved and that an unredressed complaint, involving serious breaches of Treaties, which has lingered as this has done without a proper settlement is a most dangerous precedent to the commerce of Great Britain in these waters, and it is considered most desirable to bring the matter under the immediate notice of your Lordship. A copy of this letter, with enclosures, will be sent to Her Britannic Majesty's Minister at Peking that he may be aware of the action that has been taken.—I have, &c ,

E. MACKINTOSH, *Vice-Chairman.*

The Right Honourable

THE EARL OF ROSEBURY, K.G.,

&c., &c., &c.,

*Principal Secretary of State for Foreign Affairs,*

*Foreign Office, London.*

G.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 6th September, 1894.

SIR,—I have the honour to hand you herein, by direction of my Committee, copy of a letter addressed to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs calling his Lordship's attention to the continued granting of preferential duties to the owners of junk carried cargo by the Canton local officials.

Your Excellency's intimate knowledge of the subject matter of the above letter renders further reference thereto unnecessary, but the Committee are much pleased to have this opportunity of recording their deep obligation for your untiring efforts to put a stop to the granting of these irregular duties, and they venture to express a hope that your Excellency's exertions in that direction will not be relaxed.—I have, &c.,

F. HENDERSON, *Secretary.*

His Excellency N. R. O'CONNOR, C.B., C.M.G.,  
*Her Britannic Majesty's Envoy Extraordinary and Minister  
Plenipotentiary in China, Peking.*

CHEFOO, 26th September, 1894.

SIR,—I beg you to express to the Committee of the Hongkong General Chamber of Commerce my thanks for their courtesy in sending me a copy of the letter they addressed on the 1st September to Her Majesty's Secretary of State on the subject of "differential duties" in favour of the junk trade between Canton and Hongkong.

I have no doubt of the existence of this system, but I continue to be of the opinion that however craftily devised and managed, it ought to be within the power of those mainly interested to procure positive and circumstantial evidence which would add great strength to my representations to the Tsung-li Yamén and enable me to prove beyond dispute the existence of a system which I can now only show by inaction.

Were it desirable to do so, I could mention more than one somewhat similar instance in which I have obtained the proofs I have asked for in this matter.

G.

In any case the Committee may be assured that I shall continue my efforts, in concert with Her Majesty's Consul at Canton, to run this abuse to ground.—I am, &c.,

N. R. O'CONNOR.

F. HENDERSON, Esq.,

*Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 24th October, 1894.

DEAR SIR,—I have the pleasure to ask your attention to the accompanying communication addressed to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, together with copies of correspondence, bringing to his Lordship's notice the action of the Canton Native Customs in continuing to apply to junk carried cargo a scale of duties more favourable than is charged on similar cargo when carried on foreign bottoms, with the result that junk owners are placed at an unfair advantage over the owners of vessels of other nations whose right to participate in the coast carrying trade is clearly defined in the different treaties between China and other Powers.

It is unnecessary here to further enter into the subject, which is very fully dealt with in the accompanying correspondence, and in asking your kind attention to same the Committee venture to hope you may be able to give the Chamber the benefit of your valuable assistance towards redressing the grievance complained of.—I am, &c.,

F. HENDERSON, *Secretary.*

R. S. GUNDRY, Esq.,

*Hon. Secretary, CHINA ASSOCIATION, LONDON.*

Similar letter of same date addressed to the London Chamber of Commerce.

CHINA ASSOCIATION,  
31, LOMBARD STREET,  
LONDON, 14th December, 1894.

DEAR SIR,—In reply to your letter of the 24th October, I have the pleasure to forward copy of a letter which has been addressed to the Foreign

## G.

Office asking that the whole practice of illegal taxation in the Kwang Vice-royalty may be urged again upon the attention of the Chinese Government.

—Yours, &c.,

R. S. GUNDRY, *Hon. Sec.,*  
*China Association.*

F. HENDERSON, Esq.,

*Secretary, HONGKONG CHAMBER OF COMMERCE.*

*Extract from China Association's letter to the Earl of Kimberley.*

31, LOMBARD STREET,

LONDON, 14th December, 1894.

The Committee of the China Association regret to be obliged to lay before your Lordship a renewed complaint regarding the action of the Hoppo of Canton in levying duties, below the Treaty tariff, on export produce carried by native junks, to the prejudice of foreign shipping.

The subject was brought to the notice of Her Majesty's Government in a letter from the Hongkong Chamber of Commerce to Sir JOHN WALSHAM, 23rd September, 1891, wherein it was contended that the Hoppo's action contravened Art. III. of the United States Treaty of 1880, which appears designed to meet precisely such a case.

To charge lower duties on native vessels is, it was urged, obviously the same, in effect, as to impose higher duties on foreign ships, and in conflict therefore with the obvious purpose of an agreement which is equally applicable, under the favoured nation clause, to British trade; while to set up a preferential rate in favour of Chinese, as against British carriers, was a breach of amity and a departure from usage unfair to the foreign trader.

These views were, the Committee believe, accepted by H. M. Government, and representations were made by H. M. Minister at Peking, with the effect of obtaining temporary redress for the grievance. The practice appears, however, to have been now revived, to the detriment and inconvenience of British shipowners and merchants; and it is hoped that your Lordship will be good enough to cause a fresh remonstrance to be addressed to the Chinese Government regarding the action of their subordinate.

To the Right Honourable

THE EARL OF KIMBERLEY,

*Her Majesty's Secretary of State for Foreign Affairs.*

## G.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 12th February, 1895.

DEAR SIR,—I have the pleasure to acknowledge receipt of your favour of 14th December handing copy of a communication addressed to Her Majesty's Secretary of State for Foreign Affairs again calling the attention of the Government to the action of the Hoppo in granting special duties in favour of junk carried cargo, and to the systematic disregard of treaty obligation by the Chinese authorities of the Kwang Provinces in their treatment of goods forwarded to the interior under the protection of transit passes.

These questions so materially affecting trading interests in China which have long occupied the attention of the Chamber are now, in view of the changes war between China and Japan is almost certain to bring about, more than ever worthy of consideration, and the Chamber will not fail to avail of opportunities, as they arise, to continue agitating for reform.

The Committee very fully appreciate the valuable services rendered by the China Association in the above and other matters connected with the trade of China, and I am asked to tender you their thanks for your interesting letter.—I am, &c.,

F. HENDERSON, *Secretary.*

R. S. GUNDRY, Esq.,

*Honorary Secretary, CHINA ASSOCIATION, LONDON.*

BOTOLPH HOUSE, EASTCHEAP,

LONDON, E.C.,

LONDON CHAMBER OF COMMERCE INCORPORATED,

30th December, 1894.

DEAR SIR,—I beg to acknowledge receipt of yours of the 24th ultimo in reference to the Canton Native Customs with reference to duties upon junk carried cargo, which I shall take the opportunity of bringing before the East India and China Trade Section of this Chamber.—Yours, &c.,

KENRIC B. MURRAY, *Secretary.*

F. HENDERSON, Esq.,

*Secretary, CHAMBER OF COMMERCE, HONGKONG.*

## G.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 17th November, 1894.

SIR,—I beg to ask your attention to the annexed letter from Mr. KAVARANA which appeared in this morning's issue of *The Hongkong Daily Press* having reference to the granting of preferential duties by the Canton Native Customs on junk carried cargo.

The question is one in which, as you are aware, the Chamber is deeply interested and I shall esteem it a favour if you will kindly inform me if there are in the archives of the Consulate any records of the evidence that is said to have been tendered to Mr. WATTERS, and if this evidence was reported to His Excellency Mr. N. R. O'CONNOR, H. B. M.'s Minister at Peking.

I am unaware of where Mr. WATTERS is at present but it might be useful to know whether or not, if necessary, his evidence could be obtained in support of Mr. KAVARANA'S contention, and I shall feel much obliged if you can afford the Chamber any information on this point.—I have, &c.,

J. J. KESWICK, *Chairman.*

BYRON BRENNAN, Esq., C.M.G.,  
*Her Majesty Consul, Canton.*

*Mr. H. S. Kavarana's letter published in the "Daily Press," 17th November.*

CANTON, 16th November, 1894.

SIR,—Perusing the short article in your issue of 13th inst. on junk carried cargo at Canton, it would seem that positive proofs were difficult to obtain to establish the existence of this anomaly. Now, allow me to say that such proofs as were wanting had long since been given to the proper authorities. The Parsees here, in their petition to His Excellency the Minister in August last year, when lekin was first introduced on silk piece goods, pointed out among other things that the duty on junk carried silk piece goods was lower than that charged by the Customs tariff. When this petition was handed to Mr. WATTERS, the then acting Consul, he expressed his doubt to me as to whether such difference existed on silk piece goods, and wanted proof in support thereof by personally seeing any Chinese silk merchant of

## G.

respectability. Such a thing was difficult, for obvious reasons, but fortunately such a person was found, who, after a great deal of hesitation, at last consented to go to the Consulate. This Chinese merchant answered to the numerous queries of the Consul that such difference in duty did exist, and averred that the duty on junk carried silk piece goods was nine taels for every picul (the usual tariff duty being 12 taels for every picul), and this he knew as he was also one of the shippers. Mr. WATTERS was thoroughly convinced of the truth of this assertion and of the respectability of the silk merchant and supported the petition strongly to His Excellency the Minister.—Yours, &c.,

H. S. KAVARANA.

*To the EDITOR OF THE "DAILY PRESS," HONGKONG.*

*Extract from H. M. Consul Mr. Byron Brennan's letter of  
20th November, 1894.*

In reply to your letter of the 17th instant, I beg to say that Mr. WATTERS does not appear to have taken down on paper the information supplied by the silk merchant referred to by Mr. KAVARANA. I have no reason to doubt the accuracy of Mr. KAVARANA'S statement respecting the evidence given by the Chinese merchant; but the matter which was then occupying Mr. WATTERS' attention, and in connection with which the Chinese merchant appeared at the Consulate was the imposition of lekin on silk piece goods, and the recovery of the tax from the Chinese seller after the goods had been sold and delivered to the foreign purchaser; and even after they had been exported. The Chinese officials denied that this was the practice, and it was on this point that Mr. WATTERS wished to obtain evidence for Her Majesty's Minister at Peking. The grievance of the foreign merchants was not that junk borne silk had an advantage over steamer borne silk, but it was that lekin was indirectly levied on the foreign merchant by following up the Chinese seller.

The Honourable J. J. KESWICK,  
*Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.*

## G.

CANTON CHAMBER OF COMMERCE,  
CANTON, 26th November, 1894.

SIR,—With regard to the subject of preferential duties at Canton and the recent correspondence relating thereto, which has been published in the *Hongkong Daily Press*, I am instructed by this Chamber to call your attention to the fact that the letter of the 1st September last, addressed by the Hongkong General Chamber of Commerce to the Principal Secretary of State for Foreign Affairs, is calculated to have an effect somewhat injurious to the greater portion of the trade from this port to foreign countries, inasmuch as it advocates the passing of all cargo intended for export to foreign ports through the Imperial Maritime Customs, which virtually means an insistence upon the payment to the Chinese Government of the maximum rates of imposts allowable by treaty.

This Chamber considers that there is nothing in the treaties making the lowering of duties by the Chinese Government in any way an infraction of the treaty obligations.

The shipments hence by junk are not foreign owned but native property conveyed in native bottoms for delivery to foreign buyers in Hongkong; they are not the property of the foreign buyer until the said delivery is made in Hongkong, and by conducting their business on this basis natives are enabled to sell at considerably lower rates, thereby benefitting the foreign buyer at this port or in Hongkong, and ultimately the consumer in Great Britain and elsewhere.

Merchants at this port and at Hongkong are distinctly benefitted by such delivery of goods in Hongkong; such delivery being in no wise an infraction of anything in the treaty with Great Britain, and it being exceedingly doubtful (as admitted by the late Minister, Sir JOHN WALSHAM, and late Consul, Sir CHALONER ALABASTER) whether it could be taken as a contravention of Article III of the Commercial Treaty between The United States and China of 17th November, 1880. This Chamber fails to see why the trade of this port should not be allowed to avail itself of the lower duties charged by the Chinese Government to their own subjects, in order to obtain produce delivered in Hongkong on more favourable terms than would otherwise be possible.

## G.

The interests of this port and Hongkong are doubtless identical in a great measure, but the assertion that your Chamber represents 90 % per cent. of the trade hence is misleading, and I subjoin statistics of one of the most important branches of trade from this port, namely, that in tea, which speak for themselves.

Be the percentage represented by your Chamber what it may, merchants here are quite willing to treat all questions of treaty rights from an imperial point of view, and in this spirit they would urge your Chamber not to endeavour to obtain redress for a grievance which, as far as Hongkong is concerned, affects a portion of the shipping interest only, in a way calculated to be to the disadvantage of the trade from Canton in general.

The following particulars will demonstrate the proportionate extent of the interests involved, the gain to the tea trade, during season 1894-1895, on the basis of the subjoined statistics of export has been, say :—

222,840 boxes at 20 lbs. each=piculs 33,426, at half a tael per picul=	\$23,212.50	plus cost of river freight	
\$5,571.00 .....		=	\$28,783.50
whilst the loss sustained to the shipping interests, calculated on the same basis, at 40 boxes to the ton, and at \$1.00 per ton, has been .....			\$5,571.00

or, in other words, taking the tea trade only as an example, the joint interests of this port and Hongkong would be the losers by the prohibition of junk shipment, as carried on at present, to the extent of about .....

Further, the loss on freight on tea is 200 per cent. greater than that on chow-chow (or general) cargo, the rate charged being \$1.00 as against 30 cents per ton; it therefore follows that, were the whole volume of the various exports taken into consideration, the proportionate difference in the amount of the interests at stake would be more striking.

Some time ago, as you are doubtless aware, attempts were made to obtain a reduction of the lekin dues on tea, in order to enable this trade to compete with the Ceylon and Indian growths, and shipment by junk, at lower rate of duty, has, to a very appreciable extent, alleviated the burden then complained of.

## G.

I would, in conclusion, suggest that the course of action open in the matter, which would satisfy the shipping interests, and not entail the benefits now enjoyed by the export trade, would be to prevail upon the Chinese Government to bring down the duty levied on goods by foreign bottoms to the level of that charged on goods by native craft.

This Chamber is well aware of the difficulty of the task, but that is no reason for not attempting its accomplishment, and the Chamber would gladly co-operate in any efforts to secure a result so much to be desired, which would undoubtedly be for the best interests generally.—I am, &c.,

HERBERT DENT, *Chairman.*

*To the Chairman,*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG.

EXPORT OF TEA (PRINCIPALLY JUNK CARRIED) SHOWING THE  
AMOUNT EXPORTED BY CANTON FIRMS.

FIRMS.	1892-1893	1893-1894	1894-1895	TOTAL.
Deacon & Co. ....	48,149	38,772	32,238	119,159
H. Dent & Co. ....	88,944	85,628	56,046	230,618
Rowe & Co. ....	94,861	57,758	54,434	207,053
F. O. Seaton, ....	35,248	54,067	49,897	139,212
Reiss & Co. ....	113,180	51,737	30,225	195,142
	380,382	287,962	222,840	891,184

Canton Firms, .....72 %

Firms in Hongkong and Agency in Canton,....28 %

## G.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 12th March, 1895.

SIR,—In begging reference to your esteemed communication of 26th November, I must express my regret that the reply to the question of the granting of preferential duties by the Hoppo of Canton with which it deals should have been allowed to stand over so long.

Commenting on this Chamber's letter of 1st September to Her Majesty's Secretary of State for Foreign Affairs, you express an opinion that the suggestion contained therein to pass all cargo intended for export to foreign ports through the Imperial Maritime Customs virtually means an insistence upon the payment to the Chinese Government of the maximum rates of imports allowed by treaty. The suggestion in this instance, I may point out, was intended as an indication of how duties might be collected rather than a reference to the equity or otherwise of preferential duties which was fully dealt with elsewhere in the letter.

The native Customs concerns itself exclusively with purely Chinese cargo (to be dealt with solely between natives and in transit to non-treaty ports), but all other cargo, native and foreign, is under the control of the Imperial Maritime Customs whose tariff is regulated by treaty, and it was only cargo coming under that category the Chamber suggested should be so treated.

Though there is no explicit provision made in any of the treaties to guard against the introduction of lower duties into the tariff, this Chamber cannot agree with you in considering that so doing is not an infringement of treaty rights, because, as has been previously pointed out, to charge lower duties on junk carried cargo is obviously the same, in effect, as to impose higher duties on cargo carried by foreign vessels. The contention of the representatives of the Steamboat Companies has all along been that granting of preferential duties to cargo in native bottoms places these Companies at a disadvantage as public carriers, and is a departure from the terms of treaties which were framed with the view of placing all those trading at the open ports on an equal footing.

The question of preferential duties was first brought to the notice of the Chamber in a letter dated 10th September, 1891, signed by the representatives of some of the leading shipping firms in the Colony, pointing out that the carrying trade was being very largely diverted from foreign steamers to



## G.

native junks in consequence of the granting of these duties which they contended was a direct infringement of treaty rights—a contention which the Committee of the Chamber were asked to support, and in which they fully concurred. Subsequent correspondence showed that the action taken by the Chamber in endeavouring to get these duties abolished was approved of by the Foreign Office, and also elicited the fact that the Ministers of the Tsung-li Yamên had admitted their irregularity. Mr. T. H. SANDERSON, writing to the Chairman of this Chamber on 20th May, 1892, by direction of the MARQUESS OF SALISBURY, stated—"I am to request that you will inform your Chamber that Her Majesty's Minister at Peking brought this subject verbally before the Ministers of the Tsung-li Yamên at an interview with them on the 18th of March last. He represented that this inequality of taxation was opposed to the spirit of the treaties between Foreign Powers and China, and claimed that the native tariff could not, as regarded produce carried coastwise between treaty ports or between a treaty port and a foreign country, be so manipulated as to place native vessels on a more favourable footing than foreign vessels."

"The Chinese Ministers admitted that the action of the Hoppo had been irregular, and stated that they had already written to the Government of Canton on the subject. Only a few days previously they had received a telegram from the Viceroy, stating, on the authority of the Hoppo, that the reduction in the native tariff no longer existed."

"The Viceroy had added that if any irregularities were still practised, they must be due to unauthorized action on the part of the Hoppo's subordinates."

The figures put forward for which the Chamber begs to thank you showing a gain of \$23,212.00 in the tea trade for 1894-95 are interesting, but it seems very doubtful how much of this benefited foreigners and how much natives. While referring to the subject of statistics I may mention that you are under a misapprehension in supposing the Chamber had advanced the statement that it represented probably nine-tenths of the commercial interests of Canton.

If, as you suggest, the Chinese Government could be prevailed upon to lower the duties on cargo carried by foreign vessels to the level of that carried by junks, and provided that the duties by both were permanently the

## G.

same, an easy solution of the vexed question of preferential duties would be arrived at; but as similar concessions would without doubt be demanded at all other ports, it seems unlikely that the Chinese would be found willing to submit to so serious a deduction from their Customs revenue.

The Chamber would very willingly avail of your offer of co-operation, but as revision of the tariff in the direction of higher duties is reported to have been already mooted, it would be desirable to await the issue of present complications between China and Japan before agitating for a reformed tariff.—I remain, &c.,

J. J. KESWICK, *Chairman.*

HERBERT F. DENT, Esq.,

*Chairman, CHAMBER OF COMMERCE, CANTON.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 19th March, 1895.

SIR,—Begging reference to your esteemed communication of 13th December, which I already have had the pleasure to acknowledge, referring to the action of the Hoppo of Canton in granting to the owners of junk carried cargo from that port a more favourable scale of duties than is charged on cargo shipped by foreign vessels, and requesting to be furnished with an expression of opinion from the Chamber on the subject—a request to which I have much pleasure in responding.

The question of these preferential duties was first brought to the notice of the Committee of the Chamber on the 10th September, 1891, by the representatives of some of the principal steamship companies trading with Hongkong complaining that tea, which had formerly been carried between Canton and Hongkong almost entirely by foreign steamers, was being diverted to junks, and that for some months previous to the date of their letter the entire export of tea had been carried by native craft. The reason alleged being the inducement offered to native traders by the Hoppo of Canton to ship their tea by junk and pass it through the native Custom House, by charging a much lower duty than would have been imposed by the Imperial Maritime Customs had the tea been carried by foreign vessel. Subsequent events have fully justified the truth of this allegation, but the devious ways in which the system is carried out renders proof as difficult now as it was formerly.

## G.

The chief sufferers by this change were, of course, the River Steamboat Companies by direct loss of freight, but the Ocean Steamship Owners were also adversely affected by the irregular and uncertain connection between the tea-laden junks and their steamers. If the junk arrived some days in advance of the homeward bound steamer (touching at Hongkong for cargo) the tea had to be stored and insured at the expense of the owners until she was ready to receive, or if the junks made a long passage the steamers were often delayed until their arrival, or expenses were incurred in sending steam-launches to meet and tow them down. In the case of mail steamers having a fixed date for leaving, the junks on several occasions arrived after the departure of the steamers, and the freight on the cargo for which space had been reserved was consequently lost.

The contention of the steamship owners which the Committee had been asked to support, and in which they fully concur, is that the granting of such duties is in opposition to both the text and the spirit of the treaties entered into between the Foreign Powers and China, and is a direct infringement of the rights of those trading under these treaties, more particularly as regards Articles XIV of the French Treaty of 1858 and III of the American Treaty of 1880, which are applicable to all the different treaties under the favoured nation clause. The Committee cannot agree with Sir CHALONER ALABASTER, late Consul-General at Canton, in the following opinion expressed by him when in communication with the Foreign Office:—"With reference to your appeal to the United States Treaty of 1880, that the United States have never themselves claimed the full extent of the third Article, which is quoted in your letter of the 23rd September to Sir J. WALSHAM, and he appears to think that there would be great practical difficulty in carrying it completely into effect." That the Americans should have failed to avail themselves to the full extent of Article III. cannot be considered to have in any way invalidated that clause or lessened its effects either as regards America herself or other nations who may choose to avail of it.

It has been contended that because there is no specific provision in any of the treaties against lowering the scale of duties that, therefore, the Chinese are within their rights in granting preferential duties, but the granting of lower duties on cargo by native craft is obviously tantamount in its effects to imposing higher rates on cargo carried by foreign vessels, and it has not

## G.

been suggested that under any circumstances could the treaties be construed to admit of higher duties being charged.

Her Majesty's Minister at Peking, who has evinced great interest in the question of preferential duties, has expressed himself anxious to be furnished with positive proof that such concessions are made, but though it is an easy matter to get particulars of many instances in which that has been done, it is impossible to get any Chinaman to substantiate these particulars, not only through dread of their own officials, but also through fear that giving evidence of such a nature might in some way, however remote the contingency, work to his disadvantage. This difficulty has not escaped the notice of your Excellency, nor is the absence of positive proof a matter of very great importance when there exists the admission of the Minister of the Tsung-li Yamên before Sir JOHN WALSHAM "that the action of the Hoppo had been irregular, and stated that they had already written to the Government of Canton on the subject. Only a few days previous they had received a telegram from the Viceroy stating, on the authority of the Hoppo, "that the reduction in the native tariff no longer existed."

"The Viceroy had added that if any irregularities were still practised they must be due to the unauthorized action on the part of the Hoppo's subordinates."

The foregoing remarks deal only with tea, but other articles such as cassia, rattans, feathers, bristles, &c., which are largely dealt in, have also been diverted from steamers to native junks owing to the existence of preferential duties which continue to be freely granted.

The Imperial Government has on more than one occasion prohibited the granting of these preferential duties, and though the local authorities for a time respected its mandates, these were after a while invariably disregarded.

The subject of preferential duties is so exhaustively dealt with in the accompanying correspondence, to which I beg to ask your kind attention, that it seems unnecessary to trouble you with any lengthy discussion, as I venture to think a reference to the correspondence will tend to strengthen the opinion your Excellency seems to have already formed of the importance of a question having a direct bearing on so large a volume of the trade of the Colony.

## G.

I am glad to notice that you consider the present crisis will probably present a favourable opportunity to press the matter home.—I have, &c.,

J. J. KESWICK, *Chairman.*

*To His Excellency*

SIR WILLIAM ROBINSON, K.C.M.G.,

*Sec., Sec., Sec.*

CHINA ASSOCIATION,  
31, LOMBARD STREET,

10th January, 1895.

SIR,—In pursuance of my letter of the 14th December last, I beg to hand you copy of a letter from the Foreign Office saying that the attention of H. M.'s Minister has been again drawn to the subject of the preferential duties in favour of junks levied by the Hoppo of Canton: and that the question of inland taxation is also under consideration in communication with the Board of Trade.—Yours, &c.,

R. S. GUNDRY, *Hon. Secretary, China Association.*

F. HENDERSON, Esq.,

*Secretary, HONGKONG CHAMBER OF COMMERCE.*

FOREIGN OFFICE,

2nd January, 1895.

SIR,—With reference to your letter of the 14th ultimo, I am directed by the EARL OF KIMBERLEY to inform you that the action of the authorities at Canton in levying duties below the treaty tariff on exports carried by native junks has been on various occasions represented to the Chinese Government by Her Majesty's Minister at Peking, and that on the recent complaint made by the Hongkong Chamber of Commerce, his attention was again drawn to the matter.

The question of inland taxation has been raised by Mr. O'CONNOR in a despatch just received, and the subject is under Lord KIMBERLEY's consideration in communication with the Board of Trade.—I am, &c.,

FRANCIS BERTIE.

## H.

## China and Japan War.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 3rd August, 1894.

SIR,—I am directed by the Committee to ask you to be good enough to bring to the notice of the Governor that though war has been declared between China and Japan it has not been officially made known in this Colony, and the community is consequently left somewhat in doubt as to the actual position of affairs.

Business is being seriously interfered with owing to the uncertainty that prevails as to what treatment neutral vessels and neutral interests may be expected to receive at the hands of the belligerents, and the Committee will feel much obliged if His Excellency will be pleased to afford any information which it may be in his power to give, and which circumstances warrant being made public, as to the actual position of neutrals in regard to the above two Powers.

In connection therewith it would be useful to the community to learn what are and what are not contraband articles, more particularly as regards such commodities as coal and rice in which the Colony is largely interested.

The Committee beg to request His Excellency's permission to make public such information as he may vouchsafe on the above points.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable

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

No. 1,457.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 7th August, 1894.

SIR,—In reply to your letter of the 3rd instant, I am directed to state for the information of the Chamber of Commerce that His Excellency has telegraphed for instructions in regard to the hostilities between China and Japan, but that none have yet been received.

I am to add that the Chamber will be informed whenever any instructions on the subject are received from the Secretary of State.—I have, &c.,

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

*The Secretary, CHAMBER OF COMMERCE,*

*Sec., Sec., Sec.*

## H.

No. 1,490.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 9th August, 1894.

SIR,—With reference to my letter No. 1,457 of the 7th instant, I am directed to state for the information of the Chamber of Commerce that a telegraphic despatch has been received from the Secretary of State stating that the proclamation of Neutrality and Rules in connection therewith have been despatched by mail to this Colony.

I am to add that in accordance with instructions received, a *Gazette Extraordinary* is to be issued this afternoon.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
§c., §c., §c.

No. 1,544.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 16th August, 1894.

SIR,—I am directed by the Governor to inform you that in reply to a communication from His Excellency on the subject he has received a telegram this morning from the Secretary of State to the effect that Her Majesty's Government refuses to treat rice as contraband of war.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
§c., §c., §c.

(*Copy of Telegram.*)

TOKIO, 17th August, 1894.

“Torpedoes are being laid down in Tokio Bay and Nagasaki Harbour.  
“Vessels will be met at entrance by pilot boat. Signal for pilot three blasts  
“with steam whistle and hoist flag M of international code. No vessels to  
“enter between sunset and sunrise. The above comes into force at noon,  
“22nd instant.

“PAGET.”

“GOVERNOR, HONGKONG.”

## H.

No. 1,593.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 21st August, 1894.

SIR,—I am directed to transmit for the information of the Chamber of Commerce the enclosed copy of a letter from the Consul at Canton.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,  
§c., §c., §c.

No. 76.

H. B. M. CONSULATE,  
CANTON, 18th August, 1894.

SIR,—I have the honour to inform you that I have received a despatch from the Chinese Superintendent of Customs giving me notice that the Chinese Government has issued instructions prohibiting pilots on the coast from giving their services to Japanese vessels. Any person infringing this rule will be liable to punishment, and will have his pilotage certificate cancelled.—I have, &c.,

BYRON BRENNAN, *Consul.*

*The Honourable THE COLONIAL SECRETARY,*  
HONGKONG.

No. 79.

H. B. M. CONSULATE,  
CANTON, 31st August, 1894.

SIR,—I have the honour to inform you that the Canton Lekin Office has issued a notice to Chinese merchants forbidding them to import merchandize of Japanese origin. The object of this measure, it is explained in the proclamation, is to prevent Chinese money flowing to Japan. As contracts may have been made before the declaration of war, and money paid on account, a period of thirty days is allowed before the prohibition will come into force (17th September); but at the expiration of this time it is announced that all Japanese goods, imported by Chinese merchants, will be confiscated.

## H.

The proclamation does not purport to be published under the authority of the Peking Government or of the Viceroy, but appears to have been issued on the responsibility of the Lekin Office.

As the proclamation is addressed to Chinese merchants only, and has not been communicated to me officially, I have not taken any notice of it. The German Consul wrote to enquire of the Viceroy whether the proclamation had been published by authority; and in the reply His Excellency stated that the prohibition did not affect foreign merchants, and that the importation of merchandize by foreigners would not be interfered with unless instructions were received from Peking.—I have, &c.,

BYRON BRENNAN, *Consul*.

The Honourable THE COLONIAL SECRETARY,  
HONGKONG.

H. B. M. CONSULATE,

CANTON, 3rd September, 1894.

SIR,—Referring to my letter of 31st ultimo, I have the honour to inform you that in a further notice issued by the Lekin Office it is explained that the prohibition to import merchandize from Japan, or of Japanese origin, applies only to Chinese dealers.

The prohibition does not apply to coal or rice from Japan, both these may be imported without restriction.—I have, &c.,

BYRON BRENNAN, *Consul*.

The Honourable THE COLONIAL SECRETARY,  
HONGKONG.

H. B. M. CONSULATE,

CANTON, 29th September, 1894.

No. 82.

SIR,—I have the honour to inform you that I have to-day received a note from the Viceroy in which he states that in consequence of the state of hostilities now existing between China and Japan, Chinese men-of-war will be stationed at the Bogue to search vessels passing in, and I am requested to give notice to shipmasters that they must stop on approaching these vessels of war "which will fly a flag by day and show a lantern at night."

## H.

I have replied to the Viceroy that I must have more precise information about these signals before I can comply with his request.

The Viceroy further states that if any persons are found on board whom there is reason to suspect, they will be removed and sent to Canton for examination.

I have warned the Viceroy of the very serious consequences which such a proceeding will entail.—I have, &c.,

BYRON BRENNAN, *Consul*.

The Honourable THE COLONIAL SECRETARY,  
HONGKONG.

No. 83.

H. B. M. CONSULATE,  
CANTON, 1st October, 1894.

SIR,—Referring to my letter of the 29th ultimo, I have the honour to inform you that the Viceroy has sent me a second despatch giving more precise information respecting the guard boat which is to be stationed at the Bogue.

The Viceroy gives me notice that the gun vessel *Anlan* will be stationed at the Bogue, and that she will show a square red flag at the fore by day, and three red lights by night. All inward bound vessels on approaching the *Anlan* are required to stop in order that they may be boarded if it is considered necessary.

The place where the *Anlan* will lie is given in Chinese as 沙角口門 (Sha Kok Hau Mun).—I have, &c.,

BYRON BRENNAN, *Consul*.

The Honourable THE COLONIAL SECRETARY,  
HONGKONG.

H. B. M. CONSULATE,

CANTON, 1st October, 1894.

SIR,—Referring to my letter of the 29th ultimo, I have the honour to inform you that the Viceroy has withdrawn his despatch respecting the searching of inward bound British vessels, and has substituted for it one

## H.

merely stating that the gun-boat *Aulan* will be stationed at the Bogue, and that all inward bound vessels should stop in order that they may be boarded if necessary.

The *Aulan* will show a square red flag at the fore during the day, and three red lights during the night.—I have, &c.,

BYRON BRENNAN, *Consul*.

Commodore BOYES, R.N.,

H. M. S. *Victor Emmanuel*.

BANK BUILDINGS,  
HONGKONG, 3rd October, 1894.

DEAR MR. KESWICK,—May I call your special attention to the notification contained in the *Gazette Extraordinary* issued last night and to its possible connections and consequences? I have no doubt you have seen it and are taking action already, but perhaps a legal opinion may be of some help.

The Viceroy of Canton has notified that in consequence of the existing state of hostilities Chinese men-of-war will be stationed at the Bogue to search vessels passing in, and ship-masters are warned to stop and submit.

*First*.—There can be no right of search (as a war right) except for the purpose of ascertaining the nationality of the vessel entering, and that no hostile force is on board.

*Second*.—There can be no question of "contraband of war," as even munitions of war *bound into Canton* could not be contraband. Outward bound *if destined for Japan*, then might be.

*Third*.—The object of the search is clearly, I should think, with a view to enforce the foolish order against the import of merchandize, &c., &c. from Japan, which in so far as it is enforceable against foreigners and foreign ships, can be enforced in ordinary course by the Customs at Canton, inside, instead of by an offensive hostile search outside.

*Fourth*.—Our Government should not permit any search, for any purpose, other than by the Customs in the ordinary way, except after information as to the precise objects of the search, and in presence of a British officer.

## H.

*Fifth*.—A foreign man-of-war (English for choice) ought to be stationed on the spot to concur in the search and check abuses.

I am afraid the Consul and the Governor have accepted and published this Chinese notice without sufficient consideration, and that it will be necessary for the Chamber of Commerce to protest and appeal home.

The matter seems to me so important and likely to give rise to so many complications that I have ventured to send you, as Chairman of the Chamber of Commerce, this advice and opinion without waiting to be asked.—Yours, &c.,

JNO. J. FRANCIS.

HONGKONG STATION,  
9th October, 1894.

SIR,—I have just received the following from our Superintendent at Foochow:—

"8th. From to-morrow port of Foochow closed to shipping."

This consequently will come in force to-day. I do not know whether the "port" of Foochow means the Pagoda Anchorage, but no doubt you will receive official advices from there.—I am, &c.,

WALTER JUDD, *Manager in China*.

The Honourable

THE ACTING COLONIAL SECRETARY, HONGKONG.

No. 1,986.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 9th October, 1894.

SIR,—In continuation of my letter No. 1,982 of to-day's date, I am directed to acquaint you, for the information of the Chamber of Commerce, that a further communication has been received from the Manager in China of the Joint Telegraph Companies, intimating that he has received the following further message from Foochow:—

"All shipping will be done at Sharp Peak."

—I have, &c.,

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

*The Secretary*, CHAMBER OF COMMERCE,

&c. &c. &c.

H.

TOKIO, September 10th, 1894.

SIR,—I have the honour to enclose, herewith, for your Excellency's information translation of a note from the Japanese Minister for Foreign affairs in reply to an enquiry I made on behalf of the agent at Yokohama of the Peninsular and Oriental Steam Navigation Company, stating that the Japanese Government consider lead, used in the manufacture of tea-boxes, as contraband of war.—I have, &c.,

P. LE POER TRENCH.

His Excellency Sir WILLIAM ROBINSON, K.C.M.G.,

*§c., §c., §c.*

IMPERIAL MINISTRY FOR FOREIGN AFFAIRS,  
TOKIO, September 8th, 1894.

SIR,—I have the honour to acknowledge receipt of your note of to-day's date requesting to be informed as soon as possible whether the Imperial Japanese Government consider lead for the manufacture of tea-boxes conveyed to Shanghai, in China, on British merchant ships as contraband of war. In reply I have the honour to inform you that as this material has a direct and important connection with war, according to the way in which it is used, the Imperial Government regarded it as contraband of war.—I have, &c.,

MUTSU MUNEMITSU.

Honourable P. LE POER TRENCH.

TOKIO, 27th September, 1894.

SIR,—With reference to my despatch of the 10th instant, I have the honour to inform your Excellency that I have now received a communication from the Japanese Government in which it is stated that the commodity generally known as "tea-lead," used for the lining of tea boxes, will not be regarded as contraband of war, provided it is destined for a port whence tea is ordinarily exported.—I have, &c.,

P. LE POER TRENCH.

His Excellency Sir WILLIAM ROBINSON, K.C.M.G.,

*§c., §c., §c.*

H.

No. 2,041.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 16th October, 1894.

SIR,—With reference to Government Notification No. 378 of the 13th instant, I am directed to state for the information of the Chamber of Commerce that information has been received from Her Majesty's Consul at Canton, that torpedoes have been put down near the Bogue and that pilots have been appointed to take vessels in and out through the Bogue passage.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE,

*§c., §c., §c.*

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 49.

TORPEDOES IN THE CANTON RIVER.

Notice has been received from His Excellency the Viceroy that torpedoes have been laid in the Canton River, and that the buoys marking these will be removed in a day or two.

In-coming vessels will be required to stop at Chuen Pee and out-going vessels at the Collinson Reach Bridge or Whampon for examination by men-of-war stationed at these places and also to obtain pilots.

The pilots are acquainted with the torpedo positions and are provided with certificates, but if in spite of the presence of pilot on board any accident should happen to a vessel, the Government of China will not be responsible.

The following are the pilotage fees for the trip up and down through the torpedo positions:

Steamers trading regularly between Canton and Hongkong	\$ 8.00
Steam Launches, if not towing	\$ 5.00
All other vessels	\$15.00

## H.

The pilotage fees are to be paid to the Harbour Master on each vessel's arrival.

J. H. MAY,  
*Harbour Master.*

APPROVED,

E. B. DREW, *Commissioner of Customs.*  
CUSTOM HOUSE, CANTON, 13th October, 1894.

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,  
No. 50.

## TORPEDO BUOYS AND PILOT STATIONS CANTON RIVER.

Notice is hereby given that the buoys marking the Channel through the torpedo position have been removed, and the High Authorities have decided on two pilot stations only; one below Sam-pan Chow for vessels bound inward and the other above the Wantong Islands for those bound out.

Masters are required to stop at these places for inspection and for pilots, and on no account to proceed after dark.

Every care should be taken to go at the slowest rate of speed, conformable with safety, through the Torpedo position.

J. H. MAY,  
*Harbour Master.*

APPROVED,

E. B. DREW, *Commissioner of Customs.*  
CUSTOM HOUSE, CANTON, 16th October, 1894.

## I.

## Official Telegraph Code Vocabulary.

HONGKONG, 4th August, 1894.

SIR,—The undersigned herewith beg leave to call your attention to the circular which has been issued by the Eastern Extension and Great Northern Telegraph Companies to the effect that an official vocabulary is

## I.

being prepared and will be issued shortly, consisting of about 200,000 words, the employment of which will become obligatory for all code messages exchanged between stations in the European system, after the expiration of three years from the date of publication.

We are informed that at home, the introduction of an official code is meeting with very strong opposition by the mercantile world, and that protests are being raised against the same, through the medium of the various Chambers of Commerce.

According to the circular in question it is to be expected that, later on, this official vocabulary will also become compulsory for messages exchanged with the East, and we beg to point out that this will cause considerable inconvenience to many of the more important firms in Hongkong whose codes, comprising up to 300,000 words and more, will thus be rendered practically useless. Not only will the remodelling of these private codes be very troublesome and expensive, but the cost of cabling will also be considerably increased, owing to the number of words contained in the official vocabulary being altogether insufficient to fulfil the requirements of most of the larger business firms in the East.

We think that no time should be lost in joining the opposition, which has been raised at home against the proceeding of the Telegraph Companies, and therefore beg leave to solicit the prompt intervention of the Chamber in this matter and to suggest that a formal protest should be lodged with the Colonial Office or with the proper authorities at home.—We have, &c.,

MELCHERS & Co.,

ARNHOLD KARBERG & Co.

*The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

THE EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH CO., LD.

THE EASTERN AND SOUTH AFRICAN TELEGRAPH COMPANY, LIMITED.

GREAT NORTHERN TELEGRAPH COMPANY.

An arrangement was made at the Paris Conference of 1890 for the International Bureau at Berne to prepare an official vocabulary of code words. This work is now approaching completion and it is expected that the list which will consist of about 200,000 words will be issued shortly.



## I.

The words will be arranged alphabetically and will be numbered consecutively 000,000 to 200,000.

The employment of words taken from this vocabulary will become obligatory for all code messages exchanged between stations in the European system after the expiration of three years from the date of its publication.

It is expected that the use of the words contained in this vocabulary will also become obligatory for messages exchanged with the extra-European system shortly after the next Conference.

These Companies propose to sell the code vocabulary to the public at cost price plus an amount to cover freight.

The price will probably be something between 10/- and 15/- per copy.

Orders for this book can be received at once.

SHANGHAI GENERAL CHAMBER OF COMMERCE,  
SHANGHAI, 3rd August, 1894.

SIR,—It has been brought to the notice of this Chamber that the Telegraph Companies intend to introduce to the East, within the next few years, their international code, for the purpose of enforcing its general use.

This Chamber intends to protest emphatically against any proceeding of such a nature on the part of the Telegraph Companies, but before doing so would like to know what steps, if any, your Chamber contemplates taking as joint action in this matter would no doubt carry weight, and I shall therefore be pleased to hear that your Chamber will co-operate with this in any proceedings which may appear to be advisable.—I am, &c.,

C. M. DYCE, *Chairman*.

*The Chairman*, CHAMBER OF COMMERCE, HONGKONG.

CHAMBER OF COMMERCE,  
SINGAPORE, 21st September, 1894.

DEAR SIR,—I am instructed by the Committee to forward you the enclosed copy of a letter which was addressed by last mail to the London Chamber of Commerce on the subject of the proposed introduction, by a Federation of Telegraph Companies, of an official vocabulary of code words.

## I.

The use of the words contained in this vocabulary will, to quote from the circular issued in April last (copy enclosed), "become obligatory for messages exchanged with the extra-European system shortly after the next Conference," which we learn is expected to meet in July 1895; and it appears desirable therefore to lose no time in taking measures to represent the inconvenience and heavy expense to which the mercantile and banking communities will be put if such a change is allowed to take place.—Yours, &c.,

ALEX. J. GUNN, *Secretary*.

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

(Copy.)

CHAMBER OF COMMERCE,  
SINGAPORE, 17th September, 1894.

SIR,—At a meeting of the Committee of the Chamber of Commerce held on the 14th instant, the subject of a circular recently issued by the Eastern Telegraph Company, Limited, the Eastern Extension Australasia and China Telegraph Company, Limited, the Eastern and South African Telegraph Company, Limited, and the West African Telegraph Company, Limited, was brought under consideration.

The immediate object of the proposed change is not specified in the circular, but it is understood to have been made with the view of simplifying the transmission of international code telegrams.

The Committee of the Chamber regret that they cannot regard with favour the step meditated by the Telegraph Companies, on the grounds of the very serious inconvenience and expense that may be entailed to mercantile, banking and trading corporations by the compulsory employment of the new work.

In the first place it will be observed that the code vocabulary contains 200,000 words, whereas existing books of a similar nature embrace at least 300,000 words, and the various figure codes at present so extensively used in mercantile transactions throughout the East are in many cases based upon the greater number.

In the second place the Committee foresee that the compulsory introduction of the new system will not only give rise to palpable incon-

## I.

venience but will entail a heavy expenditure upon many connected with Eastern trade, as it will become necessary to reconstruct and reprint the codes now in use to suit the new vocabulary. Upon the existing Codes an immense amount of labour has been spent and expense incurred. Year by year such codes have been elaborated with the greatest care and confirmed by the experience of a long period of time; but by the introduction of the proposed vocabulary the present private codes will be rendered to a large extent inoperative and nugatory.

It does not appear to the Committee that the great inconvenience occasioned by the change will in any way be redressed by a corresponding reduction in the cost of messages. On the contrary the suppression of existing codes will lead, it is feared, to a considerable increase in the cost of telegrams, as it may be difficult to bring the new code vocabulary into harmony with the modern exigencies of ordinary commercial transactions.

It appears therefore to the Committee of the Chamber that they cannot quietly acquiesce in the proposed innovation and that it is their duty in the interests of the commercial community to forward a strong remonstrance on the subject.

In their opinion the change is neither a wise nor a timely one, and they earnestly trust that the London Chamber of Commerce will exert their influence to resist the proposed obligatory use of the new vocabulary as contemplated by the Federation of the Telegraph Companies.—I have, &c.,

ALEX. J. GUNN, *Secretary.*

KENRIC B. MURRAY, Esq.,

*Secretary, LONDON CHAMBER OF COMMERCE, LONDON.*

CHAMBER OF COMMERCE,  
SINGAPORE, 16th November, 1894.

DEAR SIR,—Referring to my letter of 21st September, on the subject of the proposed new telegraph vocabulary, I now beg to enclose copy of the reply, dated 19th ultimo, received by last mail from the London Chamber of Commerce.—Yours, &c.,

ALEX. J. GUNN, *Secretary.*

*The Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

## I.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C.,  
LONDON, 19th October, 1894.

DEAR SIR,—I am in receipt, by this morning's mail, of your letter of the 17th September in regard to the proposed new telegraph vocabulary. This proposal is not, as you seem to think, one which emanates from the Telegraph Companies, but it originates with the International Conference of Governments who direct their own telegraphic and postal departments. This International Conference, which met in the last instance at Berne in December 1893, has decided to recommend the adoption of a new vocabulary for code purposes. The object of this vocabulary is to prevent the employment either of fictitious words or of such as do not exist in the recognised languages. This vocabulary, however, will at first only be applied to European offices and will not, I understand, entail any alteration of codes employed for extra-European markets until after a period of 3 years. Moreover, the decision to make this change has been adopted by the various Powers composing the International Offices, and it is, I understand, therefore too late to enter any protest against the change of system. All that can now be done is to utilise the 3 years' experience in Europe so as to ensure that when the vocabulary comes to apply to extra-European markets, it shall be composed of the right kind of words and of a sufficient number of these. We have represented to the Post Office that the 240,000 words of the proposed vocabulary is insufficient for this purpose. We are asking the Post Office to increase that number of words and also, as far as possible, to utilise, preferably, such words as are employed in well-known codes, such as White-laws and Agars. I am afraid that it will be no use for your Chamber to oppose the adoption of the vocabulary as foreshadowed in your letter of the 17th September, but it will probably assist the Post Office in coming to a determination if you now communicate with the postal authorities on the lines of the action which we are taking.—Yours, &c.,

KENRIC B. MURRAY, *Secretary.*

*The Secretary, CHAMBER OF COMMERCE, SINGAPORE.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 5th March, 1895.

SIR,—I beg to hand you the enclosed letter having reference to the new official telegraph code vocabulary the use of which is to be made com-

## I.

pulsory. The letter was recently returned after having been signed on behalf of various Chambers in China and Japan whose members concur with this Chamber in considering the proposal ill advised.

The letter was written with the intention of asking your kind services in protesting against the enforced use of a code which will cause considerable loss and great inconvenience to many, but the subsequent receipt of a copy of your letter to the Singapore Chamber of 19th October, courteously forwarded by that Chamber, describes the position different to what it was supposed to be and seems now to render it unnecessary to trespass, as was intended, on your kindness.

The letter is now forwarded only in fulfilment of the promise made to the other Chambers, but it may serve to illustrate the feeling entertained in the East against what is considered an arbitrary measure.—I am, &c.,

F. HENDERSON, *Secretary.*

KENRIC B. MURRAY, Esq.,

*Secretary, CHAMBER OF COMMERCE, LONDON.*

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 20th September, 1894.

SIR,—Understanding that the action of the Associated Telegraph Companies in proposing to force upon their constituents the use of an official code vocabulary has met with the strong disapproval of your Chamber, and that it has already taken, or is about to take steps to resist such a proposal, the undersigned venture to ask your assistance in bringing this letter to the notice of the proper authorities, and if the contents meet with your approval would further ask the favour of your Chamber's valuable aid in support of the opinions expressed.

Representing a large proportion of the constituents of the Telegraph Companies we desire most emphatically to protest against the arbitrary action of these Companies in proposing the enforced use of an official vocabulary of code words, now in course of preparation, the use of which, as set forth in a circular, without date, bearing the names of the E. E. A. & C. Telegraph Company, Limited, and G. N. Telegraph Company of Copenhagen, "will become obligatory for all code messages exchanged between stations in the European system after the expiration of three years from the date of its publication."

## I.

The supporters of these Companies have, apparently, not been consulted as to the desirability or otherwise of the proposed change which seeks to thrust upon them a vocabulary which, so far as is known, will possess no special feature to recommend it, and will be defective inasmuch as the number of words is to be limited to 200,000 and is not sufficient for the requirements of many firms whose codes are known to exceed 300,000 words.

The adoption of the proposed vocabulary will necessitate the abandonment of all codes now in use, many of which have been compiled at a great expenditure of both time and money, and to render these practically useless would be doing a grave injustice to the owners. This point does not seem to have received the attention it deserves at the hands of the Telegraph Companies, and it is very desirable it should be brought to their notice with the view of impressing upon them the urgent necessity of reconsidering a proposal the carrying out of which would cause serious loss and inconvenience to all who avail of codes for telegraphic communications.

As the Companies offer no explanation in justification of such a drastic change, and seem to have consulted their own convenience their motives can only be conjectured; but if, as has been suggested, they consider the introduction of the new vocabulary would tend to lessen the chances of mutilation, they are mistaken if they think the mercantile community would not willingly incur the not very serious risk of mutilation rather than be forced to discard their present codes.

Thanking you in advance for any assistance your Chamber may be pleased to afford us in this matter,—We remain, &c.,

*For the HONGKONG GENERAL CHAMBER OF COMMERCE,*  
J. J. KESWICK, *Chairman.*

*For the HANKOW CHAMBER OF COMMERCE,*  
A. R. GREAVES, *Chairman.*

*For the CANTON CHAMBER OF COMMERCE,*  
HERBERT DENT, *Chairman.*

*For the SHANGHAI GENERAL CHAMBER OF COMMERCE,*  
C. M. DYCE, *Chairman.*

*For the YOKOHAMA GENERAL CHAMBER OF COMMERCE,*  
JOHN LINDSLEY, *Chairman.*

*For the HIOGO AND OSAKA CHAMBER OF COMMERCE,*  
H. S. J. BROWNE, *Chairman.*

*For the TIENTSIN GENERAL CHAMBER OF COMMERCE,*  
ED. COUSINS, *Chairman.*

## I.

*(Copy.)*

GENERAL POST OFFICE,  
LONDON, 14th February, 1895.

SIR,—I beg leave to acknowledge the receipt of your letter of the 8th ultimo giving the views of the Singapore Chamber of Commerce on the subject of the official vocabulary for code telegrams prepared in accordance with the decision of the international telegraph conference of Paris, and in reply to acquaint you, for the information of the Chamber, that the vocabulary in question has already been issued by the international telegraph office at Berne and that its use will become obligatory for European code telegrams on and from the 1st January, 1898.

As regards extra-European messages, its use, though desirable, will be optional.

The vocabulary contains 256,740 words, of which over 231,000 are numbered, the remainder being supplementary words which can be used equally with the numbered words. Although there may be codes in existence containing more than that number of words, there is reason to believe that the number given will suffice for all practical purposes. As, moreover, the number of words which the vocabulary should contain was fixed by a decision of the international telegraph conference, it is not in the power of any one administration to enlarge the number.

I should add that, in compiling the code, the international telegraph office was authorised to use any documents or codes which might be of service to it, and the vocabulary doubtless contains many words to be found in existing codes, so far as such words are telegraphically suitable.—I am, &c.,

C. G. HALL.

*The Secretary,* CHAMBER OF COMMERCE,  
SINGAPORE.

THE EASTERN EXTENSION, AUSTRALASIA AND CHINA  
TELEGRAPH COMPANY, LIMITED.

SINGAPORE, 15th March, 1895.

SIR,—In continuation of our conversation on the subject of the introduction of the official code vocabulary published at Berne, I have received reply from the Head Office of this Company to the following effect :—

## I.

TELEGRAMS.  
BERNE 1894.

“No time has been fixed for the compulsory introduction of this code for extra-European telegrams.

The matter will be fully discussed at the next meeting of the International Telegraph Convention to be held at Buda-Pesth in 1895.

No reliable information can be given before then. The code is not compulsory for European telegrams until 1st January, 1898.

It is suggested that meanwhile any protest the Chambers of Commerce may like to make on the subject should be forwarded to the International Telegraph Bureau, at Berne, in order that they may be laid before the Convention.—I am, &c.,

W. GRIGOR TAYLOR, *General Manager.*

*The Secretary to the* CHAMBER OF COMMERCE, SINGAPORE.

CHAMBER OF COMMERCE,  
SINGAPORE, 4th April, 1895.

SIR,—I have received your letter of 28th ultimo acknowledging mine of 14th idem with enclosure of 14th February from the General Post Office, London, to the effect that the use of the vocabulary will be optional for extra-European messages.

A telegraphic reply on 15th March, from the Telegraph Company London to their local office, states that the compulsory introduction of the vocabulary for extra-European messages will be fully discussed at next meeting of the International Telegraph Convention at Buda-Pesth in 1895.

The Telegraph Company passed on the message to their Hongkong Branch, but from your letter it does not appear to have been communicated. I therefore enclose copy and leave you to advise Shanghai, if you think necessary.—Yours, &c.,

A. J. GUNN, *Secretary.*

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

J.

## Revised Treaty between Great Britain and Japan.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 4th December, 1894.

SIR,—I have the honour to bring to your notice the accompanying copy of a letter calling the attention of this Chamber to the recently ratified treaty between Great Britain and Japan bringing into operation a revised scale of import duties on sugar which will very prejudicially affect the refining trade of this Colony, and I would ask you to be good enough to lay the letter before His Excellency the Governor in order that the question dealt with, which has such an important bearing on our largest local industry, may be fully considered.

You will notice that information is asked for as to whether, while the treaty was under consideration, any enquiries were received from Her Majesty's Government as to the effect the new tariff would likely have on the trade of this Colony, and the Committee will be much obliged for any information on this point His Excellency may be pleased to afford them.

The Committee hope that the importance of a question so intimately connected with the present and prospective trade of the Colony will appear to His Excellency a sufficient reason for their urging it upon his careful consideration, and they will be glad if he will adopt any measures which he may deem most likely to be successful in modifying the tariff proposals complained of.

The subject is one which the Committee conceive to be well worth the careful consideration of the Government, who, as being interested in the progress and prosperity of Hongkong, will no doubt be glad to assist to the best of its power a trade which employs a greater amount of labour than any other, and which in various ways contributes to the revenue of the Colony.—  
I have, &c.

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

J.

HONGKONG, 30th November, 1894.

SIR,—It is within the knowledge of your Chamber that a new treaty has been ratified between Great Britain and Japan, and the provisions of the new tariff appended thereto are so prejudicial to the refined sugar trade of this Colony that it appears to us Her Majesty's Government could have no knowledge of the vast and increasing interests involved, when consenting to the provisions referred to below.

Up to the year 1883 the export of refined sugar to Japan from Hongkong was of a very limited nature, but the growth of the trade during the succeeding decade has been of a remarkable character, the export in the year 1893 probably amounting to somewhere between 70,000 and 80,000 tons, representing a value of over £1,000,000 sterling.

Under the tariff which is still in force in Japan this sugar has been subjected to an import duty of 24 cents per picul or, say, at current rate of exchange, 8/9*d.* per ton; under the new tariff an *ad valorem* duty of 10 % will be imposed, which under Article 1 of the Protocol is within six months to be converted into a specific duty on the basis of the medium of prices as shown by the Customs returns during the six calendar months preceding the date of the Protocol, viz., 16th July, 1894.

That Her Majesty's Government should have conceded the principle of calculating a duty based upon the medium value ruling during a previous arbitrary and fixed period, appears to us most unfortunate, and that the Japanese Government should offer no objection to such a proposal will be readily appreciated when the following facts are taken into consideration:—

1. It happens that the prices ruling for refined sugar during the six months previous to the date of the Protocol were higher than at any time in the history of the trade, and it follows therefore that the duty will be calculated upon an abnormally high value, which may probably, as far as we can estimate, reach \$9 per picul meaning a specific duty of 90 cents per picul, or at a current rate of exchange, say, £1.12.9 per ton, against the present duty of 8/9*d.* per ton; it must be observed that this heavy duty will be absolutely fixed and unalterable for a period of twelve years, whatever the market value of the sugar may be in the meantime.

2. Under the existing tariff raw sugar has been paying an import duty of 13 cents per picul or, at current rate of exchange, 4/6*d.* per ton; a considerable quantity of such sugar is imported into Japan through Hongkong

## J.

from the Straits Settlements, also British colonies, yet it is a remarkable fact that no mention is made in the new tariff of any duty upon raw sugar, so that the Japanese Government has a free hand to impose a duty or not as it pleases.

3. It is to be noted that hitherto the manufacture of refined sugar in Japan has been practically non-existent, except for a small beet factory in the Hokkaido, and the supply of refined sugar has almost exclusively been drawn from Hongkong. Article 4 of the Protocol reads as follows:—

“It is understood between the two high contracting Parties that, if  
“Japan think it necessary at any time to levy an additional duty on the  
“production or manufacture of refined sugar in Japan, an increased  
“customs duty equivalent in amount may be levied on British refined  
“sugar when imported into Japan, so long as such additional excise tax  
“or inland duty continues to be raised.”

From the terms of this article it is evident that the Japanese contemplate the introduction of the manufacture of refined sugar upon an extended scale, and hence no doubt the omission of raw sugar from the tariff, because so long as it is free, the Japanese factories will be bountied, as against those of Hongkong, to extent of the duty levied upon refined sugar imported, viz., £1. 12. 9 per ton.

4. Article 4 might be made also to operate merely as a means of levying an additional duty on refined sugar from Hongkong, for there is nothing to prevent the Japanese Government encouraging refineries under State subsidy and imposing an excise tax equal to such subvention, which tax would also be levied upon the Hongkong sugars already bearing the initial duty of £1. 12. 9 per ton. Under such conditions the Japanese refineries would be paying no tax, while their Government would obtain the additional revenue from imported sugars on which a heavy impost has already been laid.

We think the above facts make it perfectly clear that the interests of the refined sugar trade in Hongkong must be seriously affected by the provisions of the treaty, and we shall be greatly obliged if your Chamber will communicate our views to His Excellency the Governor and ascertain whether, whilst it was under consideration, any enquiries were received from Her Majesty's Government as to the effect the new tariff would be likely to have on the trade of this Colony.

## J.

In a letter dated 16th August last, addressed to the China Association by direction of Lord KIMBERLEY, it is stated that the commercial clauses of the treaty had been discussed in concert with the Board of Trade and that no effort had been spared to secure the interests of British trade. The capacity of the refineries here is not less than 325,000 tons of raw sugar annually of a value of £3,500,000; this, however, by no means represents the trade involved, as large quantities of coals, stores, &c. are imported in connection with the business, which with the sugar imported and exported aggregate between 800,000 and 900,000 tons annually, while large sums are paid in wages to the European and native workmen employed at the respective factories. It has been shown above that this most important industry will be seriously prejudiced when the revised tariff comes into force, and the statement therefore that no efforts have been spared to secure the interests of British trade appears to be irreconcilable with the manifest indifference displayed towards the most important manufacturing interests of Hongkong.

We therefore beg that your Chamber will take such steps as it may deem most desirable to represent in the proper quarter the discriminating effect of the new treaty against the chief industry of the Colony.—We have, &c.,

JARDINE, MATHESON & Co.

F. HENDERSON, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

No. 2,362.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 7th December, 1894.

SIR,—In reply to your letter of the 4th instant, I am directed to state for the information of the Chamber of Commerce that no communication was received from Her Majesty's Government on the subject of the new tariff in the recently ratified treaty between Great Britain and Japan.

I am to add that His Excellency will forward copies of your letter and of its enclosure to the Secretary of State by next mail for communication to the Secretary of State for Foreign Affairs.—I have, &c.,

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

*The Secretary,* CHAMBER OF COMMERCE.

*Sec. Sec. Sec.*

J.

CHINA SUGAR REFINING COMPANY, LIMITED,  
HONGKONG, 8th March, 1895.

DEAR SIR,—With reference to our letter of 30th November last, regarding the revised tariff on sugar appended to the treaty between Great Britain and Japan, and to the Colonial Secretary's letter to you of 7th December last upon this subject, we shall be glad to know if you have received any further communication from him.

We understand that His Excellency the Governor communicated with the Secretary of State by the mail of the 12th December, so that there has been time for a reply, and if none has been received we shall be obliged by your asking His Excellency to be good enough to telegraph for information, as the questions involved are of the most vital importance to the principal industry of the Colony.—We are, &c.,

JARDINE, MATHESON & Co., *General Agents.*

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

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 11th March, 1895.

SIR,—The Chamber addressed you on 4th December last handing copy of a letter from Messrs. JARDINE, MATHESON & Co., under date of 30th November, with regard to the increased duty on refined sugar imported into Japan, called for by the tariff attached to the revised treaty between that country and Great Britain, and pointing out how adversely it would affect one of the most important industries of the Colony.

In your reply of 7th December you were good enough to inform the Chamber of His Excellency's intention to forward the above letter, and its enclosure, by the next mail, to the Secretary of State for transmission to the Foreign Office, and the Committee will feel much obliged if you will inform them whether any reply has been received.

If no reply has been received the Committee venture to suggest that His Excellency should telegraph to enquire what is being done, and that he should reiterate the request that the subject should have earnest attention.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

J.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 11th March, 1895.

SIR,—With reference to my letter No. 2,362 of the 7th December last, I am directed to transmit for the information of the Chamber of Commerce the enclosed copies of correspondence which has passed between the Colonial and Foreign Office authorities on the subject of the revised scale of duties on sugar in the recently ratified treaty with Japan.

I am to request that you will be good enough to return the enclosures to this letter at your convenience.—I have, &c.,

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

*The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

FOREIGN OFFICE,  
28th June, 1894.

SIR.—In continuation of the volume of confidential print already communicated to you, containing the Japanese proposals for a revision of our treaties with Japan, I am directed by the EARL OF KIMBERLEY to transmit to you further papers, as marked in the margin, showing the progress which has been made in the negotiation, and to request the special attention of your department to a question arising out of the tariff proposals of the Japanese Government.

It will be seen that the Japanese Government desire to exclude the important item of sugar from the conventional tariff, the duties of which are to be fixed by treaty, and include it in the general or autonomous tariff.

The retention of a free hand in respect of sugar is a fundamental part of the Japanese proposals, as explained in Viscount AOKI's memorandum of the 27th of December, 1893, (see page 60 of confidential print volume already communicated): but Lord KIMBERLEY is anxious, if possible, to safeguard the interests of the Hongkong sugar refineries, which are understood to export their produce to Japan to the value of one million pounds a year, and his Lordship is prepared, should Lord RIXON so desire, to press for the inclusion of sugar in the conventional tariff, or for some other arrangement in the interest of Hongkong.

J.

Lord KIMBERLEY would wish, therefore, to ascertain in the first instance what is the highest duty on refined sugar to which, in Lord RIXON's opinion, it would be safe to assent.

In considering this point it must be remembered that, in the Treaty Revision Conference of 1882, at Tokio, Sir H. PARKES, representing Her Majesty's Government, consented to a Japanese duty of 20 per cent. on refined sugar: and that in the course of the later Conference of 1886 to 1887, this rate of duty was confirmed by the Commercial Committee of the Conference. The conclusions reached by the two Conferences, in respect of the proposed Japanese tariff, were accepted by Her Majesty's Government and subsequently constituted Lord SALISBURY's tariff proposals of 1890.

An alternative proposal might be made if Lord RIXON should prefer that course, by requesting the insertion of an article in the treaty in the sense of Article IX, paragraph 1, of the Treaty of Commerce between Great Britain and France of January 23rd of 1860, namely, to the effect that a minimum duty of ten per cent. be agreed to in respect of refined sugar, on the understanding that, if it should become necessary to establish an excise tax or inland duty upon refined sugar, an additional duty equivalent to the excise may be immediately leviable on the imported article.

Lord KIMBERLEY would be glad to learn the views of your department on these points with the least possible delay.—I am, &c.,

FRANCIS BERTIE.

*The Under Secretary of State,*  
COLONIAL OFFICE.

DOWNING STREET,  
29th June, 1894.

SIR,—I am directed by the MARQUESS OF RIXON to acknowledge the receipt of your letter of the 28th instant regarding the negotiations for a revision of the Japanese treaties, and the possible effect on the interests of the Hongkong sugar refineries, if sugar were omitted from the conventional tariff under the new treaty as proposed by the Japanese Government.

J.

In reply I am to request you to inform the EARL OF KIMBERLEY that Lord RIXON would be glad if it were found possible to obtain the insertion of an article in the treaty, to the effect that an import duty not exceeding ten per cent. should be charged on refined sugar, on the understanding that if it should become necessary to establish an excise tax or inland duty upon refined sugar a further import duty equivalent to such excise duty may be levied in addition to the normal ten per cent.—I am, &c.,

EDWARD FAIRFIELD.

*The Under Secretary,*  
FOREIGN OFFICE.

DOWNING STREET,  
15th January, 1895.

SIR,—With reference to your letter of the 21st ultimo forwarding copies of the treaty with Japan, I am directed by MARQUESS OF RIXON to transmit to you to be laid before the EARL OF KIMBERLEY, the enclosed copy of a despatch from the Governor of Hongkong, respecting the duty to be levied on refined sugar under that treaty.

Lord RIXON proposes, with Lord KIMBERLEY's concurrence, to forward to the Governor for communication to MESSRS. JARDINE, MATHESON & Co. copies of your letter of 28th June last, and of the letter from this department of 29th June, on the subject of the proposed inclusion of refined sugar in the tariff; at the same time pointing out that the letter of 29th June was written after consultation with Mr. WM. KESWICK, a partner of the firm of Jardine, Matheson and Company.

I am, however, to enquire whether the supplementary convention referred to in Clause I of the Protocol to the treaty has yet been concluded, and what answer should, in Lord KIMBERLEY's opinion, be returned to the criticism, contained in the enclosed documents, as to the special and probably unforeseen effect of that clause, owing to the abnormally high prices that ruled during the period of six months prior to July last.—I am, &c.,

JOHN BRAMSTON.

*The Under Secretary of State,*  
FOREIGN OFFICE.



J.

FOREIGN OFFICE,  
4th February, 1895.

SIR,—I laid before the EARL OF KIMBERLEY your letter of the 15th ultimo forwarding a despatch and enclosures from the Governor of Hongkong with regard to the duty on refined sugar specified in the tariff attached to the treaty recently concluded with Japan.

I am directed by his Lordship to state that he concurs in the MARQUESS OF RIPON'S proposal to transmit to the Governor, for communication to MESSRS. JARDINE, MATHESON & Co., the letters on the subject which passed between this department and the Colonial Office on the 28th and 29th of June last, pointing out at the same time that the latter was written after consultation with Mr. WILLIAM KESWICK, a partner in MESSRS. JARDINE'S firm.

I am to suggest that Sir WILLIAM ROBINSON should also be informed that the duties on sugar to be levied under the new tariff will be subject to the most favoured nation article of the treaty. Moreover, if the Japanese Government should levy an excise tax on refined sugar, and give it back by way of bounty, it would be open to Her Majesty's Government to contend that it was not levied at all, and so that extra import duties could not be imposed. The Japanese Government have, however, by the new treaty a right, as they have by the old treaties, to give a bounty if no excise is levied.

The supplementary convention referred to in Article 1 of the Protocol has not yet been concluded, the limit of time for negotiating having been extended by agreement with the Japanese Government for six months, that is, until the 16th of July next.

As regards the question raised by MESSRS. JARDINE, MATHESON & Co. relative to the price of sugar having been exceptionally high during the six months preceding the treaty, I am to enclose a statement showing that English prices, which mainly govern the world's prices, so far from being high were abnormally low, only two years out of the sixteen quoted having been below those of the first half of 1894. It is true that for the last six months of 1894, (*i.e.*, after the treaty was signed) the prices were still lower, but that does not affect the argument. It is also true that the silver prices of sugar were higher owing to the low price of silver, but this is a separate question.

J.

With reference to the calculation that the rate of ten per cent. *ad valorem* on refined sugar would mean a specific duty of ninety cents per picul, I am to forward the enclosed tables of Customs' duties on sugar in European countries and the United States, and in British possessions. These tables show that the Japanese duty on refined sugar so far from being exorbitant as compared with the rates levied in foreign countries is quite the contrary. Even if the duty of ten per cent. *ad valorem* becomes ninety cents per picul, or about one and sixpence per hundred weight, this rate may be contrasted with duties of frequently ten times that amount. Taking the Colonies also, it will be seen that considerably more than half those enumerated have rates much higher than the Japanese duty.

A provision for preventing Japan from taking off the duties from raw sugar unless the refined sugar duties were also reduced would have been most unusual, and it would have been necessary to press for provisions in regard to proportionate duties between yarns and tissues, pig iron and iron wares, and any other half made and fully manufactured articles.—I am, &c.,

FRANCIS BERTIE.

*The Under Secretary of State,*  
FOREIGN OFFICE.

**K.**

### Insanitary Condition of Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 19th October, 1894.

SIR,—The Committee of this Chamber, in their capacity as representatives of the commercial interests of this Colony, deem it their duty as well as their privilege to address to your Excellency some observations on the recent terrible visitation of disease, which had such alarmingly fatal results, and which for some months so extensively disorganized the normal trade of the port.

The Committee gladly recognize the promptitude and the energy with which the Government, when the presence of the epidemic had once been fully demonstrated, set to work to repress the outbreak, and gratefully acknowledge the devotion and self-sacrifice of the Military, Navy and Volun-

## K.

teers, who lent their valuable aid in this important work. It is with no little satisfaction the Committee express their belief that these gallant efforts have at length been crowned with a complete success in stamping out the plague, which they sincerely hope may not appear again.

In view, however, of the lamentable loss of life, the utter derangement of the business of the port, involving enormous loss and inconvenience to those engaged therein, and the serious set-back to the prosperity of the Colony not yet recovered from the severe financial blows dealt it by the dislocation of exchange, and the long period of depression following the unsound speculative policy of a few years ago, it now becomes important to enquire how far this last and crowning disaster was due to preventible causes, and, if so, to whom should be apportioned the blame and the responsibility.

In embarking on such an enquiry the Committee are actuated by a desire to bring to your Excellency's notice and attention some facts and suggestions thereon that may serve to prevent the perpetuation of a faulty and profunatory system, repetition of past errors or possible perseverance in a policy of "drift" and procrastination.

The fact that the sanitation of the City of Victoria was far from satisfactory was officially recognized some fifteen years ago. It is only just to say that, long prior to such recognition, attention had been earnestly called by the Colonial Surgeon, Dr. AYRES, to the ever-increasing saturation of the soil by sewage, owing to bad drainage, and he predicted the calamity which has now taken place, if the evil were not abated. It was not, however, until 1881 that the official recognition of the impending danger took any concrete form, when Mr. OSBERT CHADWICK was commissioned to make a report on the sanitation of the Colony, and in the following year the conclusions of this expert were given to the Secretary of State for the Colonies in some exhaustive reports. Lord KIMBERLEY, when forwarding these reports early in 1883 to the Officer Administering the Government (Hon. W. H. MARSH) remarked in the fourth paragraph of his covering despatch:—

"What appears to me to be most urgent is that immediate steps should be taken to organize and enforce a thorough house to house and street to street service for the removal of night-soil, garbage, ashes, house sweepings, and rubbish of every sort."

Soon after the receipt of Mr. CHADWICK's reports Mr. MARSH appointed a permanent Sanitary Board "to supervise and control the practical san-

## K.

itation of the Colony." The Board consisted of the Surveyor General, the Registrar General, and the Colonial Surgeon, with a sanitary inspector and Staff. Three months later a Bill entitled "The Order and Cleanliness Amendment Ordinance" was passed by the Legislative Council. Section II of this Ordinance empowered the Governor to constitute a permanent Sanitary Board, consisting of the official members above named, and two other unofficial members to be appointed by the Governor. Section III gave powers to such Sanitary Board to abate overcrowding or filth, while section IV. conferred on the Board authority to enter and inspect houses. In 1886 Mr. A. P. MAC EWEN and Dr. P. MAXSON were appointed by the Governor the first unofficial members of the Sanitary Board. The meetings of the Board as then constituted were held in private, and little was known of their work and progress, but it is certain they were usefully employed, and made recommendations concerning the Public Health Ordinance which was read a first time in the Legislative Council on the 6th May, 1887. This highly important and greatly needed enactment, which after a long discussion was duly passed, sent to the Secretary of State and approved by Her Majesty, contains all the powers necessary to secure the proper sanitation of the Colony. By it the Sanitary Board is authorized to make bye-laws respecting—

- (a) Proper construction, trapping, ventilating and maintaining of private house drains.
- (b) Cleansing, lime washing, and proper sanitary maintenance of all premises in the Colony.
- (c) Closing of premises unfit for human habitation and the prohibition of their use as such.
- (d) Prevention of overcrowding in premises, &c. Nuisance.
- (e) Defective drains, want of light and ventilation, and accumulation of house refuse, dirt or any unwholesome matter.
- (f) Any act, omission, or thing which is or may be dangerous to life or injurious to health or property.

The Board may authorize any officer to enter and inspect premises on reasonable presumption of the existence of a nuisance, after lapse of six hours from giving notice to occupier. If nuisance is not abated proviso is made for punishment by Magistrate.

## K.

*Drains.*—The Board may require reconstruction of defective house drains and may inspect premises if they believe drains to be defective.

*Overcrowding.*—Less than 300 cubic feet of clear internal space for each adult shall be considered a nuisance, and proceedings for its abatement be taken.

In order the better to give effect to the Public Health Ordinance, the Governor (Sir G. WILLIAM DES VŒUX) reconstituted the Sanitary Board, materially increasing the unofficial element, and giving the ratepayers the privilege of electing two gentlemen as their own immediate representatives. Unofficial members appointed and elected on the 11th June, 1888, were as follows:—

Messrs. WONG SHING,	} Appointed.
JAMES CANTLIE,	
N. J. EDE,	
HO KAI,	
J. J. FRANCIS,	} Elected.
J. D. HUMPHREYS.	

On the reconstruction of the Board it was provided that its meetings should be held in public, and the proceedings have accordingly been regularly reported in the press.

From what is above stated it will be apparent that the newly formed Sanitary Board was armed with very ample powers, and that it entered upon its period of office with the full knowledge of the urgent importance of effectively scavenging the City. Although this was the case it would seem that this department of the Board's work was never performed in the thorough manner which was absolutely necessary, for the state of Taiping-shan at the outbreak of the plague, so far as the accumulation of garbage and filth is concerned, could not have marked an improvement on the condition described by Mr. CHADWICK in 1881.

The much needed bye-laws for regulating the sanitary condition of common lodging houses were not made by the Board until 1891, and when these were approved by the Legislative Council in May of that year, the date of their coming into operation was, at the instance of the Board, deferred to the following year. It is alleged that representations on behalf of the

## K.

Chinese in opposition to the provisions of the Public Health Ordinance against overcrowding and the possible interference with trade which would be caused by more active interference on their part, mainly influenced both the Board and the Government in this postponement of the operation of the bye-laws in question. Nor, on the expiration of the stipulated period of suspension, was the Board found less averse to the assumption of the responsibility of delaying the enforcement of its own regulations against overcrowding, for at its request the date of the operation of these bye-laws was again deferred by the Legislative Council with what result this policy has been attended your Excellency is, unhappily, only too well acquainted. The responsibility for this failure to carry out one of the most essential requirements of the Public Health Ordinance seems to be divided between the Sanitary Board and the Government.

The legislative steps would seem to have been wisely taken but they were allowed to fall into abeyance by a lack of prompt administrative and subordinate action.

It has generally been understood and there is good reason for believing the statement, that the Sanitary Board has been well served by its inspectors who have not failed to report upon the insanitary condition of the City, and therefore the Committee do not wish it to be supposed that they imply any censure of these inspectors. Indeed, it has been frequently stated—and the Committee pray your Excellency to investigate the statement—that the Sanitary Board had numerous reports and complaints in reference to sanitary matters. In the interests of the public this allegation should, in the opinion of the Chamber, be thoroughly sifted, and information be afforded to the public as to what action was taken by the Board in each case brought to its notice.

With regard to the drainage of the City, there is a wide-spread belief—but the Chamber has no means of verifying it—that the scheme, as drawn up by Mr. OSBERT CHADWICK, endorsed by Mr. J. M. PRICE, the late Surveyor General, and approved by the Government, has not been carried out on the original lines, and that the separate system has been more generally applied than was intended; upon this point it is desirable that the public should be thoroughly enlightened. In December, 1890, the unofficial members of the Legislative Council, in a memorandum regarding the esti-

## K.

mates for Public Works Extraordinary for 1891, sounded a note of warning on this subject to the following effect:—

“We do not feel satisfied that the enormous expenditure of  
 “\$282,500, already voted, on the sewerage of Victoria was a desir-  
 “able one to incur, but as the work has been commenced and has  
 “therefore to be gone on with, we do not disapprove of the decision  
 “of Government to sanction and carry out Mr. OSBERT CHADWICK’S  
 “proposals and plans, but we are now of opinion that it would  
 “have been better when such decision was approved of by the  
 “Council that it should have been arrived at in such a manner as  
 “would have guarded against any possibility of any changes in and  
 “departures from these plans by a change of officers.”

In the opinion of the Committee, before adopting the separate system of drainage for the Chinese town, the views of experienced resident engineers, familiar with the habits of the Chinese, ought to have been ascertained. It is a very debatable question whether the system can be satisfactorily availed of for the densely packed districts of the native town, and however excellent it may be in an European, it is, at least, open to serious doubt whether it is safely applicable to a Chinese city.

Having regard to the foregoing the Committee of this Chamber are unhesitatingly of opinion that, whilst it is almost certain the plague was introduced from the neighbouring province, it was only in consequence of the insanitary condition of this City that it was able to germinate and to become an unparalleled disaster, and that, therefore, it was due to preventible causes. The neglect of all effective sanitary measures throughout a period of years, and in the face of continuous and repeated protest, makes it abundantly manifest that there has been no effective administrative sanitary system in this Colony.

The Committee’s excuse for addressing your Excellency at such length is the vast importance of the subject.—I have, &c.

J. J. KESWICK, *Chairman.*

To His Excellency SIR WILLIAM ROBINSON, K.C.M.G.,

&c., &c., &c.

## K.

No. 2,094.

COLONIAL SECRETARY’S OFFICE,  
 HONGKONG, 24th October, 1894.

SIR,—I am directed to acknowledge the receipt of your letter of the 19th instant, and in reply to inform you that the matter of the constitution of the Sanitary Board is under the consideration of the Government,—I have, &c.,

J. JI. STEWART LOCKHART, *Acting Colonial Secretary.*

The Honourable J. J. KESWICK,

*Chairman, CHAMBER OF COMMERCE,*

*Sec., Sec., Sec.*

## L.

Suggested reconstruction of the Gap Rock  
 Lighthouse.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
 HONGKONG, 16th March, 1895.

SIR,—I am directed to acknowledge the receipt of your despatch of the 25th ultimo addressed to Mr. McCONACHIE enclosing copies of a report by MESSRS. COODE SON and MATTHEWS on the Gap Rock Lighthouse.

As requested the report has been submitted to the Committee of the Chamber of Commerce who will at an early date transmit to you their views thereon, but in the meanwhile I am requested to ask you to be good enough to furnish me for their information with the circumstances under which Mr. MATTHEWS was invited to come to Hongkong for the specific purpose of reporting on the lighthouse.

The fact of it having been considered necessary to summon Mr. MATTHEWS at great expense implies that there was an opinion obtained locally that the lighthouse was insecure, and as there is nothing whatever in Mr. MATTHEWS’ report suggesting that there is any structural weakness in the edifice, the Committee of the Chamber would be glad to be furnished with the local opinion, or report, previously obtained.

## L.

I have been instructed to make a *précis* of the correspondence with the Government on the subject of the lighthouse for some years past so as clearly to define the position, and as the condemnation of the work is mainly confined to the site on which the lighthouse has been erected, I am to ask whether it is the same as was selected by Mr. PRICE who, it is understood, left complete plans for a lighthouse to be erected thereon.

When in possession of the full information now asked for, the Committee of this Chamber will lose no time in going fully into the whole subject, and will furnish you with their views without loss of time.

In conclusion, I am directed to say that the Committee of the Chamber would have been pleased had the Permanent Committee appointed by His Excellency last year (to consult with the Harbour Master in important matters) been invited to confer with Mr. MATTHEWS, as an expression of their views would have been of value to the Chamber in considering the very important question now submitted to them, and I am requested to point out that the vacancies which have arisen in the Committee have not yet been filled up.

Awaiting the receipt of the information above solicited, after receiving which I will again address you.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable

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

No. 55

## HONGKONG.

REPORT BY MESSRS. COODE SON & MATTHEWS ON THE  
GAP ROCK LIGHTHOUSE.

*Laid before the Legislative Council by Command of  
His Excellency the Governor.*

HONGKONG, 10th January, 1895.

## GAP ROCK LIGHTHOUSE.

SIR,—On the 21st November last, Mr. MATTHEWS, who was at that time engaged on professional business at Colombo, was informed by the Colonial Secretary of Ceylon that His Excellency the Governor of that

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Colony had received a cablegram from His Excellency the Governor of Hongkong, enquiring if he (Mr. MATTHEWS) could visit the last named Colony for the purpose of inspecting the Gap Rock Lighthouse.

2. Upon subsequently ascertaining that such an investigation would be practicable, having regard to other engagements previously fixed in the Cape Colony, Mr. MATTHEWS left Colombo on 19th ultimo, arriving at Hongkong on 1st instant, where he was met by the Director of Public Works, who kindly furnished plans and reports giving full particulars of the Gap Rock Lighthouse and the works in connection therewith.

3. *Inspection of Gap Rock.*—After perusing the last named papers Mr. MATTHEWS, accompanied by the Director of Public Works and the Harbour Master, visited the Gap Rock on 3rd instant, and very carefully examined the existing Tower with its lantern and apparatus, and also the European and Chinese Quarters. The peculiar configuration of the Rock with the Gap on the east and on the west faces was particularly noted as also the spur on the south-east end of the Rock and the effect of the same considered in the concentration of the sea and the diversion of the waves into the eastern gap during typhoon periods.

4. *Instructions for Report.*—On 5th instant we received from you definite instructions relative to the points upon which our opinion is more particularly requested. These are—

- (i) As to the establishment of a permanent lighthouse on the Gap Rock, having due regard to the practicability of retaining, as far as possible, the existing buildings.
- (ii) As to efficiently maintaining such buildings and the light, including staff and service between Hongkong and the Gap Rock.

5. *General description of Rock, Lighthouse and Buildings.*—Gap Rock is about 30 miles south-west of Hongkong. The centre of the Rock runs about north-east and south-west and is 440 feet in length in this direction. About midway there is a gap on either side of the centre, the inner ends of which converge until at the connecting ridge between the northern and southern portions the Rock is only 10 feet, or thereabouts, in width. The axis of the southern patch extends north-west and south-east and is 480 feet across in this direction. This section of the Rock consists of a mass

## L.

rising to a height of 94 feet 6 inches above mean sea level, flanked on the south-east side by a spur of 220 feet in length. The north-east face of this spur is practically vertical for a height of 35 feet, whilst the adjacent face of the gap rises 75 feet, in a horizontal width of 50 feet. It follows from this extremely unfavourable configuration of the eastern gap and spur of rock that any seas from north-east around to south-east are concentrated into a funnel-shaped cavity, thereby intensifying even the abnormally severe waves which are associated with the occurrence of typhoons.

6. The northern portion of the Rock is of much more favourable shape, being practically circular and of 280 feet in diameter at its base. It rises to 74 feet 6 inches above mean sea level, where there is a flat area of 100 feet by 80 feet. A small section of this Rock, at the northern portion of the plateau, rises to a further height of 10 feet.

7. The gap on the western face between the two sections of the Rock is less exposed than that on the eastern side and is of a much more favourable shape. We do not therefore apprehend that any damage would arise to the Lighthouse and Buildings in consequence of the existence of this gap.

8. The landing place has been rightly fixed on the western face which is generally the side on which most shelter is to be found.

9. The Lighthouse and Quarters for the Keepers, both European and Chinese, have been erected on the crest of the southern portion of the Rock, the Tower being about 60 feet from the eastern gap, to the exposure of which we have alluded.

10. The whole of the buildings are of brickwork faced with granite. They consist mainly of a Light Tower 32 feet 6 inches in height flanked by the European Quarters. This last named structure is of oblong form 38 feet in length, 18 feet in breadth, and 30 feet in height. It contains a basement having store and water tank, these being surmounted by two floors for the accommodation of the Keepers. Northward of this last named block and connected therewith by a short passage, a further building has been erected for use by the Chinese Assistant Keepers and by the Telegraph Clerk. This structure is also of rectangular shape and measures 43 feet 6 inches in length, 20 feet 9 inches in width, and 22 feet in height.

## L.

11. The lantern and apparatus were prepared by Messrs. CHANCE BROTHERS, the former has flat glass and is not, in our opinion, of so good a form as the helical frame lantern with circular glazing, which has been adopted by the Trinity House. We may, however, observe, in this connection, that had the circular glazing been adopted, we are of opinion that the damage which was caused by the Typhoon of October 1893 would not have been averted. The apparatus is of the usual form for a light of this character. It is of the first order, dioptric, giving a flashing light at half minute intervals. The focal plane is 141 feet 8 inches above mean sea level and the light is visible, in clear weather, about 20 miles.

12. The light was first shown in the early part of April 1892, and has since been continuously exhibited with the exception of one night, viz., on 2nd October, 1893, after the typhoon which caused the damage.

13. The cost of the Lighthouse, buildings, apparatus, etc., complete, exclusive of the expenditure incurred in the purchase of the attendant tug *Fame*, was \$145,000.

14. *Importance of Light.*—The light on the Gap Rock is an extremely important one in the interests of navigation. It is "made" by vessels approaching Hongkong from the South, and also indicates the position of the islands and rocks to vessels leaving the Port southward. It is evident from a perusal of the papers that Gap Rock was decided upon as the best position for the light only after the most mature deliberation, strong reasons for fixing on this Rock for the then proposed lighthouse will be found in the letters from Commodore MORANT, R.N., and the Surveyor General, dated respectively 30th September, and 20th November, 1886. Although therefore the Gap is unquestionably a most exposed site for a lighthouse and the configuration of the Rock, as we have pointed out, is unfavourable, still it would appear highly undesirable to remove the light to a less exposed position, in view of the strong reasons which were given in favour of erection on its present site, putting aside the prolonged negotiations which had to be conducted with the Chinese Government before the present position was definitely fixed, and which would have to be re-opened were it decided to remove the light to one of the larger adjacent islands.

15. *Damage caused by typhoon of October 1893.*—The Director of the Hongkong Observatory in a letter dated 20th October, 1893, pointed out that it was blowing with typhoon force at the Gap Rock from the morning

## L.

of 2nd October, until the early morning hours on the 3rd, also that the typhoon was one of exceptional severity at the Gap and that the disaster was greatly intensified by the unusually great length of time the blow lasted. It would also appear from this letter that the Gap Rock lies very near the track of the worst typhoons that have been felt in the Colony.

16. We have been informed by Mr. CHARLES NICHOLAS, the Senior Keeper, who was on the Rock when the typhoon occurred, that the chief damage was caused about noon on 2nd October; this consisted mainly in the breaking of four panes of lantern glass,  $\frac{1}{2}$  inch in thickness, on the east side, three centre panels of the apparatus destroyed and one damaged; one upper panel of prisms broken and others slightly damaged, three bottom panels of prisms slightly fractured. Sundry damage was occasioned to the doors, windows and other details connected with the buildings as described in the report by the Director of Public Works dated 16th October, 1893.

17. In consequence of the damage to the lantern and apparatus no light was exhibited, as we have previously named, on 2nd October. On 3rd three lamps were rigged temporarily by the Keepers and the light was partially shown; it was only, however, on two or three days after the disaster, that the flashes could be exhibited with approximate regularity.

18. Upon reference to the log kept at the Rock, it would appear that from 6 a.m. to 6 p.m. on 2nd October, which covers the period when the damage occurred, the wind was from east, thus, when the typhoon was at its height, the gap and spur must have assisted in a material degree to produce the disaster, in consequence of the latter directing the seas into the funnel, which were then concentrated and shot on to the Lighthouse and buildings.

19. Although it is patent now from experience, what serious results can be produced by the spur and gap, we can fully realize the disadvantages under which the original designers of the Lighthouse and buildings laboured from the limited knowledge of the Rock which was all that was then available.

20. Upon the occurrence of the disaster, both the Director of Public Works and the Harbour Master adopted, with the least possible delay, such measures as were necessary for the reinstating and service of the light in an efficient manner, strong iron shutters have also been fitted to the most exposed of the windows in the quarters.

## L.

21. Whilst on this point we may observe, that it is not, in our opinion, practicable to adopt efficient measures for protecting the lantern glass during typhoons. Any protection of this kind which might be provided could not be fixed with such readiness and certainty as is imperative under the extremely adverse conditions which would prevail; and moreover if it were possible so to shield the lantern, the efficiency of the light to the mariner must inevitably be impaired thereby at a time when it is most required.

22. *Typhoon of October last.*—A typhoon, also of exceptional severity, occurred on 5th October last. On this occasion the direction of the wind during the height of the typhoon varied from east to south-south-west. The full force of the seas therefore fell on the southern face of the Rock when the spur would act as a protection to the eastern gap. Mr. NICHOLAS, who was on the Rock during both typhoons, confirms, by his observations of the direction of the seas, the views we have above expressed. In consequence of the full force of the typhoon being more southerly in October last than during the previous typhoon, the circumstance is entirely due that practically no damage was produced by the former whilst the latter was peculiarly disastrous.

23. *Previous Reports.*—Two reports have been prepared by the Director of Public Works bearing on the foregoing subject, these documents are dated 16th and 25th October, 1893, respectively, and show clearly the extent of the damage caused by the typhoon and the conditions which attended the disaster.

24. On 8th August last the Engineer to the Trinity Corporation, to whom the matter had been referred, reported, *inter alia*, that the Buildings offer great resistance to the sea and that in his opinion they are inadequate for such an exceptionally exposed position. The report concludes with the following paragraphs:—

“I am of opinion it would have been preferable had the Lighthouse  
 “been erected at the north end of the Rock, as it will be seen  
 “from the formation of this site that it is well protected and  
 “only broken water, to a harmless extent, could, at any time,  
 “have surrounded a building so placed. The Tower should  
 “also, I consider, have been treated as a Rock Lighthouse,  
 “constructed of cylindrical form and having a cylindrical  
 “lantern as used in the Corporation service.”

## L.

"A repetition of the damage recently experienced might not  
 "improbably be averted by filling the gully on the east side,  
 "previously referred to, and the removal of the causeway at  
 "the end of the gully which would have the effect of easing  
 "the sea over the Rock. I regret to state, however, that  
 "even if this were successfully carried out, which would  
 "involve considerable expenditure, the safety of the existing  
 "Lighthouse and premises would still remain a source of  
 "anxiety."

## RECOMMENDATIONS.

25. *Accompanying Drawings.*—This report is accompanied by two drawings \* marked No. 1 and No. 2 respectively.

26. Drawing No. 1 shows a plan of the Gap Rock with contour lines at each 10 feet in height. These bring out the configuration of the Rock, as far as it is practicable to do so, although without an inspection, it is difficult to grasp the effect which the sea would have on the gaps and more particularly that on the eastern face. The sheet also shows by red colour the new position which we propose for the Lighthouse and the European Quarters.

27. Drawing No. 2 shows general views of the New Tower and Quarters, from which their scope and character and the mode of construction proposed to be adopted will be readily understood. The details indicated on this sheet are, of course, subject to modification by the Director of Public Works upon preparing the larger scale drawings from which the structures would be executed. This sheet also shows a longitudinal section whereon the new Lighthouse and works are coloured red, whereas those portions of the existing buildings which we consider should be removed are crossed by red lines.

28. *New Tower.*—Upon referring to the drawings it will be observed, that we propose to build a new Tower on the northern portion of the Rock. It would be a cylindrical structure, generally of 14 feet internal diameter, the walls being of massive proportions and consisting of brickwork faced with granite. It would rest on a heavy base and sub-base of granite and

\* Not printed.

## L.

concrete, coming well within the edge of the plateau at the crest of the Rock to which reference has been made. The Tower would carry a new lantern of cylindrical form, furnished with helical framing and circular glazing, all of the most recent type as adopted by the Trinity Corporation. The existing apparatus would be re-fixed in the new Tower, so that the character of the light would remain unchanged. Efficient arrangements would have to be adopted for the exhibition of a temporary light during the carrying out of the modifications. The focal plane of the apparatus, when re-fixed, would be 150 feet above mean sea level, as compared with 141 feet 8 inches as at present, a modification, which whilst necessary for construction purposes, would not exercise any material effect on the light.

29. *New Quarters for Europeans.*—To the north-west of the new Tower and abutting thereon, we propose to erect quarters for three European Keepers. The building would be one story only in height and would rest on a lower base corresponding with that which carries the Tower. Underneath the floors a large tank would be provided for the storage of fresh water caught from the roofs. The accommodation afforded by the new quarters would be practically the same as that now provided with regard to space and air, but the walls would be much heavier and the block of buildings placed on the lee side of the Tower facing Ladrone Islands and the mainland, where they would be in shelter.

30. Having regard to the heat during the summer season, when the day temperature within the existing buildings is from 86° to 88°, we are of opinion that external quarters for the Keepers are in this case imperative, as distinguished from quarters within Rock Towers as provided at home, where the heat is less severe. Moreover, in this case no disadvantage will arise, or source of weakness result, from the adoption of external quarters of the character suggested and shown on the drawings.

31. *Removal of Existing Buildings.*—The existing Lighthouse Tower, as also the block of buildings abutting thereon, would be removed to the level of the ground floor, at which level a new and substantial flat roof would be provided, so that water may be collected therefrom and from the other block of buildings, and discharged into the existing Tank, which lies under the present quarters of the European Keepers. It will be observed from the section on drawing No. 2, that when the buildings have been removed as proposed, no obstacle will be presented to the free exhibition of the new light.



## L.

32. The connecting passage between the European and Chinese quarters would also be removed, but not the block of buildings constituting the last named quarters and the telegraph room. We propose that these buildings, the roof of which is at such a level as not to obstruct the new light seaward, should remain intact. During typhoons, the Chinese Assistants would, when necessary, for the two or three days when storms prevail, be housed in one of the rooms of the Tower itself.

33. *New Landing Place.*—As considerable difficulty and not a little danger sometimes attends landing on and departure from the Rock, we are of opinion that a second landing place, furnished with a derrick, might with advantage be provided to the southward of the existing landing, in the position suggested by Captain Rumsey. From this new landing a zig-zag path would have to be formed up the face of the Rock, leading to the present causeway.

34. *General remarks with regard to the proposal.*—It is to us a subject of extreme regret, that we have been unable to put forward any project for adoption which involves the maintenance of the existing Tower and the European Quarters. We concur in the views expressed by the Engineer to the Trinity Corporation, that the north end of the Rock is the proper site for the Tower and that as long as the Lighthouse and buildings remain in their present position, they will prove a source of anxiety and expense. In a matter of such moment there ought, in our view, to be no uncertainty with regard to the satisfactory and continuous exhibition of the light. If it sometimes fails when most required, viz., during storms, instead of being a means of safety, it might become a positive source of danger to the mariner. This is so well recognized at home, that no expense is spared to remedy proved defects in the lighthouse service around the coasts of Great Britain, and we would urge that a similar policy is the only satisfactory one to pursue in the present instance.

35. We have carefully considered both on the Rock, and subsequently, if the difficulties attendant on this case could be removed, to the requisite extent, by filling up the eastern gap, so as to ease the run of the sea therein. We are of opinion, after an inspection of the site and an examination of the configuration and character of the rocks, that the difficulties attendant upon the execution of such a slope would be exceptionally great, particularly at

## L.

the toe where some work below low water level would be required. We consider that the cost of such a slope, including the formation of the toe, would exceed that of the execution of the proposals which we have put forward for adoption. We also entertain considerable doubt, as to whether the toe could be permanently executed in such an exposed position, the rocks at this spot being waterworn to a glassy surface sloping outwards. For the foregoing reasons we much regret that we are unable to devise any satisfactory form of treatment for the dissipation of the seas falling into the eastern gap.

36. *Estimate.*—It is not practicable to arrive at more than an approximate estimate of the cost of the proposed works in consequence of the difficulties attendant upon the landing of the men and materials, and the extent to which the operations will be governed by the seasons. We believe, however, that an expenditure of \$139,000 will be found sufficient for the satisfactory execution of the works proposed.

37. *As to the maintenance of the Buildings and the Light.*—With reference to the second head in your letter of 5th instant, we would recommend that the services of the present European Keepers be retained, or that other experienced men from the Trinity service be engaged in lieu of them on the expiration of their agreements, provided suitable arrangement cannot be made with the existing Keepers or that they may be unwilling to remain. In such an exposed position, where as in the case of the typhoon of October 1893, the Keepers may be required to act on their own responsibility, it is most important that only experienced Europeans should be in charge. The Chinese Assistants would, we take it, continue to be employed as hitherto.

38. With regard to the services of a Tug for the relief and provisioning of the Keepers, the conveyance of stores, and the making of inspections, etc, although, of course, it is a matter of considerable importance, that adequate provision in these respects should be made, it appears to us that this is a question which can be better dealt with by the Harbour Master, and with reference to which he will, no doubt, be glad to furnish such information as may be desired.

39. *Conclusion.*—In conclusion, we have to express our thanks to the Director of Public Works and the Harbour Master for the assistance they so courteously rendered in the making of our inspection and subsequent

## L.

thereto. Our thanks are especially due to Mr. COOPER for the readiness with which he has at all times aided us and for the assistance rendered by his staff in the preparation of the accompanying drawings and the Bill of Quantities upon which the foregoing estimate is based.—We have, &c.,

COODE SON & MATTHEWS.

The Honourable THE ACTING COLONIAL SECRETARY.

No. 551.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 21st March, 1895.

SIR,—In reply to your letter of the 16th instant, I am directed by His Excellency to inform you that the Director of Public Works after consulting with Mr. T. MATTHEWS, Engineer-in-Chief of the Trinity House Brethren, reported that in his opinion, if the Lighthouse was to be effectually maintained, it was necessary to rebuild it.

Before incurring so heavy an expenditure His Excellency was desirous of obtaining a report after personal inspection from an engineer of considerable experience in this branch of the profession, and, understanding that Mr. W. MATTHEWS was at Ceylon, requested that gentleman to visit the Colony and inspect the Gap Rock Lighthouse and report thereon.

I am further directed to inform you that the site on which the Lighthouse has been erected is that selected by Mr. PRICE in 1887, and with reference to the penultimate paragraph of your letter under reply I am to add that the necessary steps are being taken for filling up the vacancies on the Committee referred to.—I have, &c.,

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

The Secretary, CHAMBER OF COMMERCE,

Sec., Sec., Sec.

## M.

## Postage Rates to Neighbouring Ports.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 6th March, 1895.

SIR,—I am directed by the Committee of the Chamber to beg your attention to Notification No. 468 appearing in the *Government Gazette* of 7th December last, and to point out that the postage therein stated of 10 cents per half ounce to Manila and other neighbouring ports is as heavy as that charged to Great Britain, an anomaly which appears the more striking when it is borne in mind that letters are carried locally at a very trifling expense while the conveyance of letters to Great Britain involves a heavy subsidy as well as a considerable tax to the French and Italian Governments.

The anomalous nature of the rates charged by the British Post Offices in China and Hongkong has already been referred to by the China Association, Shanghai, and brought to the notice of the Postmaster General here, who in his reply stated that the question of postage rates was under the consideration of the Government, and the Committee will feel much obliged if you will kindly inform the Chamber if any modification of the present rates is contemplated.—I have, &c.,

F. HENDERSON, *Secretary.*

The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

No. 480.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 13th March, 1895.

SIR,—In reply to your letter of the 6th instant, relative to Government Notification No. 468 published in the *Government Gazette* of the 7th December last, I am directed to transmit to you for the information of the Chamber of Commerce the enclosed copy of a report by the Postmaster General on the subject, and of the letter from the London Postal authorities therein referred to.—I have, &c.,

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

The Secretary, CHAMBER OF COMMERCE,

Sec., Sec., Sec.

## M.

*Copy of Report by the Postmaster General of 12th March, 1895.*

The postage to Union countries is fixed by the Convention at 25 centimes (=10 cents) per  $\frac{1}{2}$  oz., and there is no provision for modifying those rates. The smaller rates in force previously appear to have been contrary to article 5 of the Convention and they were raised on attention being called to the matter by the director of the International Bureau. (See London letter copy of which is attached to C.S.O.  $\frac{300}{4}$ .) There is nothing more "anomalous" in charging 10 cents from here to Manila than  $2\frac{1}{2}d.$  from London to (say) Calais.

ARTHUR K. TRAVERS, *Postmaster General.*

No. 358, 331.

GENERAL POST OFFICE,

LONDON, 10th October, 1894.

SIR,—The Director of the International Bureau of the Postal Union has enquired of this department how it is that while the English Post Offices in China charge 10 cents per  $\frac{1}{2}$  oz. now equivalent to 25 centimes, the normal Postal Union rate on letters for the majority of Union countries, an exception is made in favour of a few places in the Union, namely, Cochin-China, Japan, North Borneo, Philippine Islands, Siam, Straits Settlements, Tonquin, the letter rate for which has been fixed at only 5 cents per  $\frac{1}{2}$  oz. It is also observed here that according to the Hongkong Postal Guide for 1894, the rate on letters for Macao is even lower, namely, 2 cents.

I shall be glad if you will be good enough to let me know under what circumstances these exceptions to the normal Postal Union rate of 25 centimes per 15 grammes, fixed by article 5, § 10, of the Convention of Vienna have been made.—I am, &c.,

H. BUXTON FORMAN,

## N.

### Storm Warnings from Gap Rock.

*Extract from Chamber's Letter of 10th December, 1894, to  
Colonial Secretary.*

The Committee of the Chamber desire to bring to the notice of His Excellency the Governor two questions which though more immediately connected with shipping affect also the general interests of the Colony, viz., the inadequate telegraph communication with the Gap Rock, and the severity of the quarantine regulations imposed against Hongkong by the Straits authorities.

Mr. JOHN I. PLUMMER, Acting Director Hongkong Observatory, when reporting on the typhoon of 24th September last referred to the inadequate telegraph communication between the Gap Rock and the Observatory, pointed out that the connection ceases at 4 p.m. and is not resumed until 7 a.m. on the following day. He made the following quotation from the annual report of the Observatory for 1893:—"Victoria Peak and Gap Rock are not yet in direct communication with the Observatory, but it is expected this improvement will be effected shortly. The important messages from these two stations on which local warnings mainly depend are often too late," adding that this much needed improvement has not yet been effected by the Government.

The Committee of the Chamber fully concur in thinking the efficiency of the Gap Rock as a station for the despatch of storm warnings is seriously interfered with owing to telegraph communication being discontinued at such unreasonable hours, and in bringing the matter to the notice of the Government beg to suggest that the present interrupted service should be abandoned and a continuous one substituted.

Taking into account the interests involved and the large annual collections direct from shipping in the shape of light dues, the Committee consider it should be the policy of the Government to increase to the utmost the usefulness of the Gap Rock by placing it in the highest state of efficiency as a station for the despatch at all hours of storm warnings and other informations the early receipt of which is alike important to the shipping and the Colony generally.

## N.

The Committee in making this recommendation, to which they beg to invite His Excellency the Governor's very favourable consideration, believe that the requisite efficiency can probably be attained without any considerable outlay, but even if increased expenditure be necessary the importance of prompt and regular communication would, in their opinion, fully justify the adoption of such a course.

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 17th December, 1894.

SIR,—I am directed to acknowledge the receipt of your letter of the 10th instant, and in reply to state for the information of the Chamber of Commerce that arrangements are to be made with a view to improving communication with the Gap Rock by the continuous transmission of telegrams in regard to storms whenever the authorities at the Observatory may consider it necessary.—I have, &c.,

J. H. STEWART LOCKHART, *Acting Colonial Secretary.*  
*The Secretary, CHAMBER OF COMMERCE,*  
*&c., &c., &c.*

## O.

Election of the Chamber's Representative in the  
Legislative Council.

GOVERNMENT HOUSE,  
HONGKONG, 28th May, 1894.

SIR,—You are aware that I have granted six months leave of absence to the Hon. T. H. WHITEHEAD who represents the interests of the Chamber of Commerce in the Legislative Council, and that there is therefore a vacancy in that Body.

I am anxious that this temporary vacancy should be at once filled, and that the interests of the Chamber should not suffer in any way by the absence of the honourable member.

I should therefore be glad if you would call a meeting of the Chamber of Commerce, and would submit to me the name of the gentleman whom the

## O.

Chamber of Commerce may desire to be appointed to the vacancy in question.—I have, &c.,

WILLIAM ROBINSON.

The Honourable J. J. KESWICK,  
*Chairman, CHAMBER OF COMMERCE, HONGKONG.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 4th June, 1894.

SIR,—I have the honour to inform you for the information of His Excellency the Governor that a meeting of the members of this Chamber has been called for Saturday, 9th June, to nominate a member to take the place of the Honourable T. H. WHITEHEAD in the Legislative Council, during his absence from the Colony.

The forms observed on previous occasions will be adhered to, and I shall have the pleasure of communicating to you, immediately after the meeting, the name of the member nominated.—I have, &c.,

F. HENDERSON, *Secretary.*  
The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 9th June, 1894.

SIR,—I have the honour to inform you for the information of His Excellency the Governor that at a Special General Meeting of the Chamber held to-day at noon, Mr. A. McCONACHIE, of Messrs. GILMAN & Co., was unanimously selected as their nominee for a seat in the Legislative Council during the absence from the Colony of the Honourable T. H. WHITEHEAD.

In connection with the above election I beg to hand you the following papers:—

1. A copy of the notice convening the meeting.
2. A list of members present at the meeting.
3. The name of the candidate, and the names of the proposer and seconder.—I have, &c.,

J. J. KESWICK, *Chairman.*  
The Honourable J. H. STEWART LOCKHART,  
*Acting Colonial Secretary.*

## O.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
HONGKONG, 9th June, 1894.

A Special General Meeting of the members will be held this day (Saturday), the 9th instant, at noon, at the City Hall, to nominate a member of the Chamber to take the place of the Honourable T. H. WHITEHEAD, in the Legislative Council, during his absence from the Colony.—By Order,

F. HENDERSON, *Secretary.*

List of members present at the Special General Meeting of the Chamber of Commerce held on the 9th June, 1894, at noon.

Honourable E. R. BELLIOS, C.M.G.  
B. BYRAMJEE, Esq.  
Honourable C. P. CHATER.  
ATWELL CONON, Esq.  
J. J. FRANCIS, Esq., Q.C.  
H. HOPPIUS, Esq.  
J. D. HUMPHREYS, Esq.  
J. D. HUTCHISON, Esq.  
DOUGLAS JONES, Esq.  
H. H. JOSEPH, Esq.  
Honourable J. J. KESWICK.  
S. A. LEVY, Esq.  
W. R. LONLEY, Esq.  
E. MACKINTOSH, Esq.  
A. MCCONACHIE, Esq.  
ST. C. MICHAELSEN, Esq.  
H. N. MODY, Esq.  
G. W. F. PLAYFAIR, Esq.  
A. H. RENNIE, Esq.  
T. E. SANSOM, Esq.  
A. FINDLAY SMITH, Esq.  
H. STOLTERFOHT, Esq.  
J. THURBURN, Esq.  
J. Y. V. VERNON, Esq.  
A. G. WOOD, Esq.

## O.

Candidate proposed at a Special General Meeting of the Chamber held on the 9th June, 1894, at noon, to nominate a member to the Legislative Council to take the place of the Honourable T. H. WHITEHEAD during his absence from the Colony.

Mr. A. MCCONACHIE.

Proposed by Mr. J. THURBURN.

Seconded by Mr. A. G. WOOD.

No. 908.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 12th June, 1894.

SIR,—I am directed to acknowledge the receipt of your letter of the 9th instant, and in reply to state for the information of the Chamber of Commerce that His Excellency has been pleased to appoint Mr. A. MCCONACHIE to be provisionally a member of the Legislative Council during the absence of Mr. T. H. WHITEHEAD or until further notice.—I have, &c.,

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

*The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.*

FORTNIGHTLY  
CURRENT QUOTATIONS

DURING THE YEAR 1894.

FORTNIGHTLY CURRENT EXCHANGE AND

QUOTATIONS.	On London Bank, 4 months' sight.	Telegraphic Transfers.	Private Credits, 4 months' sight.	Docu-mentary, 4 months' sight.
Fortnight, ending 3rd January. ....	2 3 $\frac{1}{2}$	2 2 $\frac{1}{2}$	2 3 $\frac{1}{2}$	2 3 $\frac{1}{2}$
Do., do. 17th January. ....	2 3 $\frac{1}{2}$	2 3 $\frac{1}{2}$	2 3 $\frac{1}{2}$	2 4
Do., do. 31st January. ....	2 3 $\frac{1}{2}$	2 2 $\frac{1}{2}$	2 3 $\frac{1}{2}$	2 3 $\frac{1}{2}$
Do., do. 14th February. ....	2 2 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 2 $\frac{1}{2}$	2 2 $\frac{1}{2}$
Do., do. 28th February. ....	2 0 $\frac{1}{2}$	1 11 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$
Do., do. 14th March. ....	2 0	1 11 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$
Do., do. 28th March. ....	2 0	1 11 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$
Do., do. 11th April. ....	2 1 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 25th April. ....	2 1 $\frac{1}{2}$	2 1	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 9th May. ....	2 1 $\frac{1}{2}$	2 1	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 23rd May. ....	2 1 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 6th June. ....	2 1 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 20th June. ....	2 1 $\frac{1}{2}$	2 1	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 4th July. ....	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 2
Do., do. 18th July. ....	2 1 $\frac{1}{2}$	2 1	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 1st August. ....	2 1 $\frac{1}{2}$	2 1	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 15th August. ....	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 29th August. ....	2 2 $\frac{1}{4}$	2 2 $\frac{1}{4}$	2 3	2 3 $\frac{1}{2}$
Do., do. 12th September. ....	2 2 $\frac{1}{4}$	2 1 $\frac{1}{2}$	2 2 $\frac{1}{4}$	2 2 $\frac{1}{2}$
Do., do. 26th September. ....	2 2 $\frac{3}{4}$	2 2	2 2 $\frac{3}{4}$	2 2 $\frac{3}{4}$
Do., do. 10th October. ....	2 2 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 2 $\frac{3}{4}$	2 2 $\frac{1}{2}$
Do., do. 24th October. ....	2 0 $\frac{3}{4}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 2
Do., do. 7th November. ....	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 21st November. ....	2 1 $\frac{1}{2}$	2 0 $\frac{3}{4}$	2 1 $\frac{1}{2}$	2 1 $\frac{1}{2}$
Do., do. 5th December. ....	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$
Do., do. 19th December. ....	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$	2 0 $\frac{1}{2}$

BULLION QUOTATIONS DURING THE YEAR 1894.

	On France, 4 months' sight.	On Bombay, Demand.	On Calcutta, Demand.	Bar Silver.	Sycee.	Clean Mexican Dollars.	Gold Bars, 98 touch.	Gold Leaf, 100 touch.
Fcs. 2.90	Rs 179 $\frac{1}{2}$	Rs 179 $\frac{1}{2}$	9 $\frac{3}{4}$ % pm.	9 $\frac{1}{2}$ % pm.	3 % pm.	\$43.90	\$45.00	
Fcs. 2.91	Rs 181 $\frac{1}{4}$	Rs 181 $\frac{1}{4}$	9 $\frac{3}{4}$ .. ..	9 $\frac{1}{2}$ .. ..	1 .. ..	\$44.10	\$45.20	
Fcs. 2.87	Rs 187 $\frac{1}{2}$	Rs 187 $\frac{1}{2}$	9 $\frac{3}{4}$ .. ..	9 $\frac{1}{4}$ .. ..	2 .. ..	\$44.10	\$45.20	
Fcs. 2.78	Rs 187 $\frac{1}{2}$	Rs 187 $\frac{1}{2}$	9 $\frac{3}{4}$ .. ..	8 $\frac{3}{4}$ .. ..	2 .. ..	\$44.90	\$46.10	
Fcs. 2.59	Rs 177 $\frac{1}{2}$	Rs 177 $\frac{1}{2}$	9 $\frac{3}{4}$ .. ..	9 .. ..	1 .. ..	\$49.90	\$51.00	
Fcs. 2.55	Rs 169 $\frac{1}{4}$	Rs 169 $\frac{1}{4}$	10 $\frac{1}{4}$ .. ..	9 $\frac{1}{4}$ .. ..	1 $\frac{1}{2}$ .. ..	\$50.30	\$52.00	
Fcs. 2.55	Rs 171	Rs 171	10 .. ..	9 $\frac{1}{2}$ .. ..	3 $\frac{3}{4}$ .. ..	\$50.30	\$51.75	
Fcs. 2.68	Rs 181 $\frac{1}{2}$	Rs 181 $\frac{1}{2}$	10 $\frac{1}{4}$ .. ..	9 $\frac{1}{2}$ .. ..	2 $\frac{1}{4}$ .. ..	\$48.40	\$50.50	
Fcs. 2.70	Rs 181 $\frac{1}{2}$	Rs 184 $\frac{1}{2}$	10 $\frac{1}{4}$ .. ..	9 $\frac{1}{2}$ .. ..	3 $\frac{1}{4}$ .. ..	\$47.50	\$49.10	
Fcs. 2.69	Rs 191 $\frac{1}{4}$	Rs 191 $\frac{1}{4}$	10 $\frac{1}{4}$ .. ..	9 $\frac{3}{4}$ .. ..	3 $\frac{3}{4}$ .. ..	\$47.15	\$48.30	
Fcs. 2.67	Rs 197 $\frac{1}{2}$	Rs 197 $\frac{1}{2}$	9 $\frac{1}{2}$ .. ..	9 $\frac{3}{4}$ .. ..	3 $\frac{1}{4}$ .. ..	\$47.80	\$49.20	
Fcs. 2.66	Rs 190 $\frac{1}{2}$	Rs 190 $\frac{1}{2}$	9 $\frac{1}{2}$ .. ..	8 $\frac{3}{4}$ .. ..	2 $\frac{3}{4}$ .. ..	\$48.30	\$49.50	
Fcs. 2.69	Rs 192 $\frac{1}{2}$	Rs 192 $\frac{1}{2}$	9 $\frac{1}{2}$ .. ..	9 .. ..	2 .. ..	\$48.20	\$49.50	
Fcs. 2.71	Rs 195	Rs 195	9 .. ..	8 $\frac{1}{2}$ .. ..	1 $\frac{1}{2}$ .. ..	\$47.40	\$48.80	
Fcs. 2.69	Rs 196 $\frac{1}{2}$	Rs 196 $\frac{1}{2}$	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{4}$ .. ..	1 $\frac{1}{2}$ .. ..	\$47.20	\$48.50	
Fcs. 2.69	Rs 194 $\frac{1}{2}$	Rs 194 $\frac{1}{2}$	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{2}$ .. ..	1 $\frac{1}{4}$ .. ..	\$47.12	\$48.20	
Fcs. 2.70	Rs 194 $\frac{1}{2}$	Rs 194 $\frac{1}{2}$	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{2}$ .. ..	1 $\frac{1}{2}$ .. ..	\$46.80	\$48.00	
Fcs. 2.84	Rs 191 $\frac{1}{4}$	Rs 191 $\frac{1}{4}$	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{2}$ .. ..	2 $\frac{1}{2}$ .. ..	\$45.30	\$46.80	
Fcs. 2.81	Rs 192	Rs 192	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{2}$ .. ..	1 $\frac{1}{4}$ .. ..	\$45.00	\$46.30	
Fcs. 2.80	Rs 196	Rs 196	7 $\frac{1}{2}$ .. ..	6 $\frac{1}{2}$ .. ..	1 .. ..	\$45.60	\$46.50	
Fcs. 2.77	Rs 193 $\frac{1}{2}$	Rs 193 $\frac{1}{2}$	7 $\frac{1}{2}$ .. ..	6 $\frac{1}{4}$ .. ..	1 .. ..	\$45.90	\$47.00	
Fcs. 2.71	Rs 191 $\frac{1}{4}$	Rs 191 $\frac{1}{4}$	8 .. ..	7 .. ..	1 $\frac{1}{2}$ .. ..	\$46.60	\$47.70	
Fcs. 2.71	Rs 190 $\frac{1}{2}$	Rs 190 $\frac{1}{2}$	8 $\frac{1}{2}$ .. ..	7 $\frac{1}{4}$ .. ..	1 .. ..	\$46.60	\$47.70	
Fcs. 2.66	Rs 187 $\frac{1}{2}$	Rs 187 $\frac{1}{2}$	9 $\frac{1}{4}$ .. ..	8 $\frac{1}{4}$ .. ..	1 $\frac{1}{2}$ .. ..	\$47.60	\$48.85	
Fcs. 2.59	Rs 187	Rs 187	9 .. ..	8 .. ..	1 .. ..	\$48.90	\$50.00	
Fcs. 2.60	Rs 188 $\frac{1}{4}$	Rs 188 $\frac{1}{4}$	7 $\frac{1}{4}$ .. ..	7 $\frac{1}{4}$ .. ..	1 .. ..	\$49.31	\$50.20	

THE HARBOUR MASTER'S REPORT.

No. 75.

HARBOUR DEPARTMENT,  
HONGKONG, 11th February, 1895.

SIR,—I have the honour to forward the Annual Returns for this Department for the year ending 31st December, 1894.

SHIPPING.

2. The total of arrivals and sailings amounted to 14,248,670 tons, or a decrease on 1893 of 100,452 tons. There were 31,470 arrivals with a tonnage of 7,123,748 tons, and 31,321 departures of 7,124,922 tons.

The decrease in tonnage in European constructed vessels is 66,677 tons, the numerical decrease is 306; and although 106 of these latter are British, still British shipping on the whole shows an actual increase of 46,201 tons, the increase in the size of ships as indicated last year, having been continued.

The foreign junk trade shows a decrease of 1,336 vessels measuring 5,883 tons, here also an increase in individual bulk is indicated. If the decrease was fairly apportioned, tonnage to numbers, the decrease of 1,336 would average slightly over 4 tons a-piece, whilst the 45,861 actually shown averages a trifle under 76 tons a-piece. Similarly the decrease in the local junk trade (1,408 vessels measuring 27,892 tons) seems to indicate the retirement of the smaller craft, the decrease averaging slightly over 19 tons a-piece, and the vessels engaged averaging over 35 tons a-piece, presumably therefore increased size means increased economy even with Chinese craft.

3. The following statement shows how the amount of shipping is apportioned :—

Comparative Shipping Return for the Years 1893 and 1894.

	1893.		1894.		INCREASE.		DECREASE.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
British, .....	6,128	7,732,195	6,022	7,778,396	...	46,201	106	...
Foreign, .....	2,630	2,803,664	2,430	2,690,786	...	...	200	112,878
Junk in Foreign Trade,.....	47,197	3,488,007	45,861	3,482,124	...	...	1,336	5,883
Total, .....	55,955	14,023,866	54,313	13,951,306	...	...	...	...
Junks in Local Trade,.....	9,886	325,256	8,478	297,364	...	...	1,408	27,892
Grand Total,...	65,841	14,349,122	62,791	14,248,670	...	46,201	3,050	146,653
NET, .....	...	...	...	...	...	...	3,050	100,452

4. The 1,646 British ships, exclusive of river steamers, that entered the port in 1894, carried 11,402 British officers and 197 foreigners as follows :—

British, .....	11,402
American, .....	83
Austrians, .....	18
Danes, .....	12
Germans, .....	32
Portuguese, .....	31
Swedes, .....	21
	<hr/>
	11,599

109 of the British officers belonged to the Royal Naval Reserve 14 of them being engineers.

The 1,214 foreign ships, exclusive of river steamers, that entered in 1894, carried 856 British officers :—

In American ships, .....	18
„ Chinese „ .....	552
„ German „ .....	30
„ Japanese „ .....	256
	<hr/>
	856

5. The number of European constructed vessels, exclusive of river steamers, that entered the port during the year is shown in the following tables, distinction being drawn between (i) those that entered eight times and less, or on an average at intervals of six weeks; (ii) those that entered from nine to twelve times, *i.e.*, on an average once a month, and (iii) those that entered thirteen times and oftener, or more frequently than once a month.

The second table divides the steamers into nationalities, and gives the numbers of ships and numbers of entries for each.



FLAG.	EIGHT TIMES AND UNDER.				NINE TO TWELVE.				THIRTEEN TIMES AND OVER.				TOTAL.		
	No. of Ships.	No. of times entered.	Steam Total Tonnage.	No. of times entered.	Sailing Total Tonnage.	No. of times entered.	Steam Total Tonnage.	No. of times entered.	Ships.	No. of times entered.	Steam Total Tonnage.	No. of times entered.	Ships.	No. of times entered.	Steam and Sail Total Tonnage.
British, .....	211	734	1,264,777	32	40	48,064	25	258	310,773	28	614	629,096	296	1,646	2,252,710
American, .....	6	20	44,723	32	35	45,202	..	..	..	..	..	..	38	55	89,925
Austrian, .....	6	22	57,223	..	..	..	..	..	..	..	..	..	6	22	57,223
Chinese, .....	13	48	37,917	..	..	..	1	9	8,442	3	49	73,788	16	106	120,147
Danish, .....	1	3	1,788	1	1	595	..	..	..	..	..	..	5	102	44,889
Dutch, .....	6	15	19,295	..	..	..	..	..	..	..	..	..	6	15	19,295
French, .....	11	60	112,139	..	..	..	..	..	..	..	..	..	13	115	152,784
German, .....	47	187	281,200	5	5	3,295	9	95	77,603	2	55	40,645	78	639	673,980
Italian, .....	3	13	19,298	2	3	1,578	..	..	..	..	..	..	5	16	29,816
Japanese, .....	18	49	76,735	..	..	..	..	..	..	..	..	..	18	49	76,735
Norwegian, .....	10	25	20,578	2	4	1,848	1	11	22,154	2	45	33,783	15	85	78,363
Nicaraguan, .....	..	..	..	1	1	673	..	..	..	..	..	..	1	1	673
Russian, .....	..	..	..	1	1	..	..	..	..	..	..	..	1	1	2,785
Siamese, .....	..	..	..	1	1	656	..	..	..	..	..	..	1	1	656
Spanish, .....	..	..	..	1	1	70	..	..	..	..	..	..	3	5	2,518
Hawaiian, .....	..	..	..	2	2	2,505	..	..	..	..	..	..	2	2	2,505
Total, .....	355	1,181	1,940,846	79	93	104,486	36	373	418,972	54	1,213	1,131,700	504	2,860	3,596,004

6. In European constructed vessels the general import trade from places other than China and adjacent countries was as follows :—

	Vessels with cargo. Tons	Vessels in ballast. Tons	Cargo discharged. Tons	Cargo transit. Tons
British, ...	1,108,500	3,859	987,017	578,259
Foreign, ...	522,100	6,817	452,667	227,285
<b>Total, ...</b>	<b>1,630,600</b>	<b>10,676</b>	<b>1,439,714</b>	<b>805,544</b>

from places in and adjacent to China the imports were :—

	Vessels with cargo. Tons	Vessels in ballast. Tons	Cargo discharged. Tons	Cargo transit. Tons
British, ...	2,671,713	105,780	813,573	361,310
Foreign, ...	736,345	78,032	492,998	302,990
<b>Total, ...</b>	<b>3,408,058</b>	<b>183,812</b>	<b>1,306,571</b>	<b>664,300</b>

The general export trade was as follows, to places other than China and adjacent countries :—

	Vessels with cargo. Tons	Vessels in ballast. Tons	Cargo shipped. Tons	Bunker Coal. Tons
British, ...	681,378	99,445	528,172	51,675
Foreign, ...	339,879	77,243	271,102	39,502
<b>Total, ...</b>	<b>1,021,257</b>	<b>176,688</b>	<b>799,274</b>	<b>91,177</b>

To places in and adjacent to China the exports were :—

	Vessels with cargo. Tons	Vessels in ballast. Tons	Cargo shipped. Tons	Bunker Coal. Tons
British, ...	2,934,937	172,784	474,962	162,842
Foreign, ...	784,673	145,697	324,352	99,436
<b>Total, ...</b>	<b>3,719,610</b>	<b>318,481</b>	<b>799,314</b>	<b>262,278</b>

Comparing tonnage of the above with 1893, we get as follows:—

<i>Import tonnage.</i>	<i>Increase.</i>	<i>Decrease.</i>
From places other than China, &c., .....	.....	10,014
From China and adjacent countries, .....	.....	23,189
		<hr/>
Total Decrease, .....		33,203
		<hr/>
<i>Export tonnage.</i>	<i>Increase.</i>	<i>Decrease.</i>
To places other than China, &c., .....	.....	100,490
To China and adjacent places, .....	67,016	.....
		<hr/>
Nett Decrease, .....		33,474
		<hr/>

JUNKS.

7. Compared with the average of the past three years, the foreign junk trade shows an increase of 167,724 tons and a decrease of 69 vessels, the increased size of all the newer craft has already been noted. The local trade for the same period has decreased 187,774 tons with 4,966 vessels.

8. The foreign junk trade for 1894 shows a decrease from the previous year of 1,336 vessels and 5,833 tons, doubtless more or less directly due to the Plague.

9. The decrease in the local trade for 1894 below 1893, of 1,408 vessels with 27,892 tons, is the result also of the Plague, and partly of the decrease in work on the Praya Reclamation.

TRADE.

10. 4,132 steamers, 93 sailing vessels and 23,023 junks arrived during the year, giving a daily average of 75 vessels arriving as against 90 the previous year. For European constructed vessels the average daily entries would be 11.57 as against in 1893, 11.97. Of the steamers 71.9% were British, and 33 were River craft, all of which latter were also British.

11. The trade of the Colony in 1894 was influenced by two special and memorable events, viz., the Plague and the War.

It is difficult, if not impossible, yet to apportion the respective "spheres of influence" of these two events, for some time they ran concurrently, though perhaps with contrary results. There can, however, be no doubt as to which influence made itself most felt.

The port was proclaimed infected with bubonic plague on 10th May, and the shipping returns for that quarter showed a decrease in arrivals of 51 European vessels and 251 junks. It was not, however, until later that the full effect on shipping was made apparent, and the September quarter showed an additional falling off of 375 European vessels and 1,824 junks. During this quarter both influences were at work, and, until the 12th September, our shipping trade remained under a ban. With the raising of the "quarantine blockade," however, things began to improve, and at the end of December we had reduced our deficit in arrivals for the year to 305 European vessels and 1,336 junks.

12. The river steamers, during the second half of the year, show a decrease of 27 entries aggregating 10,036 tons, owing in a great measure to the restriction on this branch of trade unavoidably made by the method adopted of examining all vessels, as far as practicable, arriving from the Canton River and its neighbourhood.

These river steamers, on the other hand, had the benefit of the general exodus of Chinese from Hongkong and their subsequent return, and though the passenger returns were not so good as in the previous year, they yet reached the very respectable total of 941,958 carried. Some of these vessels also minimised their losses by a special mode of retrenchment, as remarkable for its ingenuity as for the small result attained. The "night boats" (which are the only ones which pay light dues and that at very reduced rate) finding that they would not be permitted to enter the harbour until the passengers had been medically inspected, remained in Chinese waters until daylight absolved them by law from paying their small contribution to the revenue of the Colony, the saving thus effected aggregated \$1,204.44. The report would not be complete without my mentioning that there was one "night boat" which did not adopt this plan and she was the Chinese owned *Tai On*.

13. \* \* \* \* \*

Trade of the Port of Hongkong for the Year ending 31st December, 1894:—

	TONS.						PASSENGERS CARRIED.
	No. of Ships.	Discharged.	Shipped.	In Transit.	Bunker Coal Shipped.	Total.	
British.....	3,293	1,679,915	* 909,356	939,569	194,313	3,723,183	4,503,069
Foreign, .....	2,430	945,665	† 595,454	539,275	138,938	2,210,332	2,690,786
River Steamers (British).....	2,729	120,675	93,778	...	20,204	234,657	3,275,327
Total.....	8,452	2,746,255	1,598,588	1,469,844	353,455	6,168,172	10,469,182
Junks in Foreign Trade, .....	45,861	437,307	† 818,911	...	...	1,256,218	3,482,124
Total.....	54,313	3,183,592	2,417,499	1,469,844	353,455	7,424,390	13,951,306
Junks in Local Trade, .....	8,478	90,964	9,597	...	...	100,561	297,364
Grand Total.....	62,791	3,274,556	2,427,096	1,469,844	353,455	7,524,951	14,248,670

\* 7,445 tons Kerosine, 2,900 tons Rice.  
 † 9,248 tons Kerosine, 1,800 tons Rice, 135 tons Gunpowder, 1,000 Bayonets, and 2,000,000 Cartridges.  
 †† 19,941 tons Kerosine.

14. Following up the attempt which was made in my last report to gauge the trade of the Colony by means of Import and Export Returns, I am enabled by means of somewhat elaborate statistics, compiled by the Assistant Harbour Master, to give more complete returns for 1894. As before stated these do not profess absolute correctness, and they are obtained through the courtesy of the agents and masters.

In Returns Nos. I and II, and V and VI will be found, in addition to the customary information as to registered tonnage, &c., the amount of cargo reported as "shipped," "discharged," and "and in transit" to and from each country with which trade relations exist, and I hope that the information will be valued in proportion to the amount of time and trouble expended in its compilation.

During the year, 8,452 European constructed vessels aggregating 10,469,182 tons, carried 1,384,706 passengers, and 6,168,172 tons, the latter made up as follows:—

Import cargo, .....	2,746,285	tons.
Export „ .....	1,598,588	„
Transit „ .....	1,469,844	„
Bunker coal shipped,.....	353,455	„
<b>Total, .....</b>	<b>6,168,172</b>	<b>„</b>

IMPORTS (EXCLUDING RIVER TRADE).

Steamers, .....	2,767	measuring	3,491,518	tons.
Sailing vessels, .....	93	„	104,486	„
<b>Total, .....</b>	<b>2,860</b>	<b>„</b>	<b>3,596,004</b>	<b>„</b>

imported 2,625,610 tons made up as follows:—

Beans, .....	3,995
Bones, .....	2,040
Coals, .....	562,909
Copra, .....	10
Flour, .....	60,250
Kerosine, .....	100,367

Carried forward,..... 729,571

<i>Brought forward</i> ,.....	729,571
Oil, .....	3,804
Opium, .....	2,825
Rattan, .....	625
Rice,.....	619,075
Saltpetre, .....	50
Sandalwood,.....	1,625
Sapanwood, .....	1,300
Sugar, .....	170,499
Tea, .....	350
Timber, .....	16,040
Vermecilli, .....	170
	<hr/>
	1,545,934
General, .....	1,079,676
	<hr/>
	2,625,610
Transit, .....	1,469,844
	<hr/>
Total, .....	<u>4,095,454</u>

Compared with last year this gives 132 ships less, measuring 61,073 tons carrying 42,280 tons more.

EXPORTS (EXCLUDING RIVER TRADE).

Steamers, .....	2,769	measuring	3,494,360	tons.
Sailing vessels, .....	94	„	104,491	„
	<hr/>		<hr/>	
Total, .....	2,863	„	3,598,851	„

exported 1,504,810 tons of cargo amongst which were 16,743 tons of kerosine and 2,583 tons of opium. These 2,769 steamers shipped also 333,251 tons of bunker coal. Compared with last year, this gives 137 ships less, measuring 64,825 less carrying 19,655 tons more, and shipping 53,350 tons less of bunker coal.

European vessels imported 1,147,697 tons in excess of exports. Junks exported an excess of 381,604 tons, thus the total excess of imports is reduced to 766,093 tons. From this must be deducted 353,455 tons of bunker coal shipped—exclusive of that supplied to Her Majesty's ships and foreign men-of-war—leaving a balance of 412,638 tons consumed, manufactured, and in stock in the Colony or unaccounted for.

15. 2,729 river steamers, measuring 3,275,327 tons, imported 120,675 tons of cargo, exported 93,778 tons, shipped 20,204 tons of bunker coal, and conveyed 1,041,958, passengers, *i. e.*, imported less than last year 21,291 tons, exported 34,709 tons less, and carried fewer passengers by 135,673.

16. Junks in local trade discharged, in various parts of the Colony, 90,964 tons, of which 85,443 were earth and stones, clearing from Victoria with 9,597 tons of general cargo, of which 987 tons were earth and stones.

17. PASSENGER TRAFFIC, 1894.

British vessels arriving carried .....	130,767
„ departing (excluding Chinese passenger ships) carried .....	80,891
„ 96 Chinese passenger ships carried .....	37,222
	<hr/>
	248,880
	<hr/>
Foreign vessels arriving carried .....	51,544
„ departing (excluding Chinese passenger ships) carried .....	30,523
„ 34 Chinese passenger ships carried .....	11,801
	<hr/>
	93,868
	<hr/>
River steamers arriving carried .....	416,176
„ departing „ .....	525,782
	<hr/>
	941,958
	<hr/>
Macao launches arriving carried .....	12,524
„ departing „ .....	13,126
	<hr/>
	25,650
	<hr/>
Launches other places arriving carried .....	198,229
„ departing „ .....	203,885
	<hr/>
	402,114
	<hr/>

Junks in foreign trade arriving carried.....	108,387
„ „ departing „ .....	112,561
	<u>220,948</u>

Total arrivals, .....	917,627
„ departures, .....	966,768
	1,884,395
„ emigrants, .....	49,023
	<u>1,933,418</u>

Junks in local trade arriving carried.....	6,064
„ „ departing „ .....	4,829
	<u>10,893</u>

Launches in waters of Colony arriving carried...	1,969,307
„ „ departing „ .....	1,930,597
	<u>3,899,904</u>

Total local arrivals,.....	1,975,371
„ departures, .....	1,935,426
	<u>3,910,797</u>

Grand total arrivals, .....	2,892,998
„ departures including emigrants,.....	2,951,217
	<u>5,844,215</u>
Difference,.....	58,219

REVENUE.

18. The total revenue collected by the Harbour Department during the year was \$195,175.62, a decrease of \$645.40 on the previous year. Compared with the average of the last five years it shows an increase of \$39,086.44. The details are as follows:—

i. Light Dues, .....	\$ 92,909.31
ii. Licences and Internal Revenue,.....	29,418.30
iii. Fees of Court and Office, .....	72,848.01
	<u>\$195,175.62</u>

STEAM LAUNCHES.

19. On the 31st December, there were 131 steam launches employed in the harbour, of these 60 were licensed for the conveyance of passengers, 55 were privately owned, 11 were the property of the Colonial Government, also a floating fire engine, and 5 belonged to the Imperial Government in charge of the military authorities.

All these launches, except those which belonged to Her Majesty or any Foreign Government, are required to have a certificated master and engineer whose certificates are liable to suspension or cancellation should they prove negligent or incompetent. During the year one master was reprimanded and cautioned. The generally seamanlike manner in which these launches are handled deserves a word of commendation. I regret to say they don't always observe the "rule of the road"; but this very fact, taken together with their absence from accident, to a great extent points towards good judgment, and "results" are, after all, not an unfair criterion.

EMIGRATION.

20. There has been, as might be expected, a great falling off in emigration. For the three months June, July and August, emigration was practically stayed; the last three months of the year, however, made some amends, and finally the numbers amounted to 49,023 as against 82,336 in 1893, a decrease of 33,313; but it was not much under 1892, and it was better than the three years immediately preceding that one.

During the year, 451 ships reported having brought to Hongkong 96,095 Chinese passengers from various places to which they had emigrated.

REGISTRY OF SHIPPING.

21. During the year 6 vessels, of 1,742 tons, were registered under the provisions of *The Merchant Shipping Act, 1854*, and 8 Certificates of Registry, with a total of 2,661 tons, were cancelled. Return No. XVIII shows the remainder of the work done in this branch.

22.	*	*	*	*	*	*
23.	*	*	*	*	*	*
24.	*	*	*	*	*	*

SUNDAY CARGO-WORKING ORDINANCE, 1891.

25. During the year, 110 "permits" were issued, 20 were not availed of, owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the "permit" was refunded in each of these cases.

30 "permits" were granted free of charge, in accordance with the instructions received that certain mail steamers, not having Hongkong as a terminal port, should be exempt from payment of the fee.

26. The question of "bunker coal" was once more to the front. We have now on record the opinion of two Police Magistrates that "bunker coal" is not "cargo." The legislature, however, remains silent on the point.

27. Another, and rather novel, experience was gained during the year in connection with these Sunday permits. A "compradore order," having been tendered and accepted in payment of the fee, was on presentation by the Bank to the drawers refused acceptance, and the reason given was "First already paid." The order was afterwards passed on to the Crown Solicitor, and, I believe, with satisfactory results. "Compradore orders," however, are not now received in payment of these fees.

28. The amount collected in fees during the year was \$13,375, nearly double what it was in 1893. The intention of the Ordinance was, I believe, to put a stop, or nearly so, to Sunday work on board European vessels in the harbour, and the fee originally fixed was thought to be a prohibitive one. It is evident that it is not so, however, and, if I am correct in my surmise as to the intention of the Ordinance, I think the fee should be doubled.

#### SEAMEN.

29. 14,670 seamen were shipped and 15,835 discharged at the Shipping Office and on board ships during the year.

30. 239 distressed seamen were received during the year; of these 78 were sent to the United Kingdom, 1 to Sydney, 2 to San Francisco, 5 to Bombay, 7 to Calcutta, 4 to Singapore, 4 died and 131 obtained employment, and 7 remained at the Government Civil Hospital on the 31st December, 1894. \$6,798.00 were expended by the Board of Trade in the relief of these men.

#### MARINE SURVEYOR'S SUB-DEPARTMENT.

31. Return No. XXIII shows the work performed in this branch of the Harbour Department, and in forwarding this, I desire to record my appreciation of the manner in which the work of this sub-department is carried out.

32. It is necessary that I should explain with reference to this return, that although the number of vessels surveyed during 1894 was less than in some previous years, the tonnage and horse power represented by these vessels exceeded any former record.

33. I would further like to reproduce in this report extracts from a report made by me on the subject of the Government Marine Surveyors in a letter dated 14th June, 1892.

\* \* \* \* \*

"The duties of these surveyors, I am convinced, are very onerous, the inspection of boilers and engines, especially during the hot weather, being most trying.

"The conditions also under which these surveys are held at Hongkong are peculiar; owing to the short time that vessels as a rule remain in port. In order to save time, applications for survey are constantly received before the vessel's arrival, and it frequently happens that the completion of the survey is the final act before she again leaves. They cannot even afford to wait for their passenger certificates, clearances being frequently granted them by me on receipt of a report from the surveyor that the requirements of the law have been complied with.

"It is, therefore, most important that the work of surveying vessels should be carried on as expeditiously as possible, and the importance of these surveys renders it imperative that the examination should be thorough; in order to insure these conditions it is necessary that there should be an adequate and efficient staff. It will be seen from the report of Mr. DIXON attached hereto that the survey of a vessel for passenger certificate occupies himself and his assistant 8 hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of this 8 hours, as the ships may be anywhere between the Hongkong Docks and Aberdeen. Other surveys though not occupying so much time, in each case, are made under somewhat similar circumstances.

"There are four local Marine Surveyors carrying on business in Hongkong; in addition to these, some of the steamship companies employ special surveyors for their vessels. The Government Marine Surveyors practically do a very large proportion of the amalgamated work of all these, having at the same time to so arrange that if possible there should be no delay or inconvenience to any one. No easy matter in a place where, as may be expected, each owner or agent considers his own interest as paramount."

These opinions expressed by me in 1892 I have to reiterate in 1895; the work of the Government Marine Surveyors goes on increasing, and "overtime" and Sunday work are becoming more and more common. In 1890 the gross tonnage surveyed amounted to 168,098, in 1894 it was 204,623 tons.

Statistics issued by the Board of Trade show that, at Liverpool, during the eleven months January-November, 1894, there were 423 vessels surveyed for passenger certificate, with an approximate gross tonnage of 1,015,200 and indicated horse power of about 846,000. In the performance of this work I am informed there are no less than eleven engineer and shipwright surveyors employed.

During the same period at Cardiff the numbers were 160, the gross tonnage surveyed for passenger certificate was about 320,000 tons, and the horse power 140,000. At this port there are 6 surveyors.

At Hongkong for the same period, the number of vessels for survey was 112, with a gross tonnage of 201,600 tons, and indicated horse power of 140,000. For this work we have one surveyor and one assistant surveyor.

Thus at Liverpool there are about 40 vessels of 92,000 tons per surveyor, at Cardiff 27 vessels of 53,000 tons, while at Hongkong, with all its disadvantages of climate, &c., we have 56 vessels of over 100,000 tons to each surveyor.

A consideration of these facts can, I think, only lead to an improvement in the pay of our Surveyors or an increase in the staff.

#### LIGHTHOUSES.

34. The amount of dues collected was as follows:—

Class of Vessels.	Rate per ton.	No. of ships.	Tonnage.	Total fees collected.
				\$ c.
Ocean vessels paying full dues, .....	2½ cents.	2,865	3,572,535	89,313.46
Launches paying full dues, .....	do.	64	1,805	45.07
River Steamers (Night Boats), .....	$\frac{2}{3}$ cent.	551	525,647	3,506.49
Launches plying exclusively to Macao, .	do.	132	6,622	44.29
River Steamers (Day Boats), .....	Free.	814	1,111,495	...
Launches plying to Macao by day, .....	do.	562	27,178	...
		4,988	5,245,282	92,909.31

35. Under this heading I desire to make a few remarks, the gist of which have already been put forward by me in previous reports.

The subject of the tax on shipping is one that, I think, deserves attention. In my opinion the present tax of "light dues" is an "ill-conditioned" one, and an even larger amount of revenue than at present could be collected on a more equitable basis.

The principle advocated by me presents itself more and more forcibly as exchange gets lower and lower, and it means the amelioration of "local traders."

At present all European vessels, excepting river steamers, pay a tax of 2½ cents a ton, which tax is called "light dues." The revenue derived from this tax is one of the important items of the income of the Colony. It is larger than its name implies, and, "extraordinary works" excepted, it is considerably in excess of what is required for the maintenance of the light-houses for which the Colony is responsible.

A larger revenue, for general purposes, might be raised, and, at the same time, a, to my mind, more equitable tax levied, by the substitution of a periodical payment, based, as light dues are, on "tonnage," but on an entirely different principle.

At the present time the local traders, whose earnings are in local currency, whose shares are held locally, and most of whom purchase their stores and supplies in the Colony, are on the same currency footing as the "trunk liners" some of whom lie here for lengthened periods paying "per entry" the same as the local traders, while the bulk of their earnings are in gold, their stores purchased in Europe or America, and probably most important consideration of all, whose owners or shareholders are not concerned with the prosperity of the trade of Hongkong beyond the extent to which for the time being it offers them a remunerative field as carriers.

"Comparisons are odious," but for purposes of illustration are nevertheless at times necessary. I hope, therefore, I will be excused for making use of them in the present case.

A P. & O. mail steamer enters this port and pays 2½ cents a ton for that one entry, she proceeds to Shanghai and pays 66 cents a ton, this would clear her for 4 months in all Chinese treaty ports, but, as she does not go to these, it practically amounts to her entry at Shanghai, and she can only return once during the 4 months for which the "chop" holds good.

A Canadian Pacific Railway steamer enters Shanghai, pays 66 cents a ton for a few hours, and proceeding to Hongkong, lies here three weeks at a cost of  $2\frac{1}{2}$  cents a ton. The entry at Shanghai on the return voyage reduces the cost of the "Grand Chop" to 33 cents, but only by making 2 complete trips in 4 months can she reduce her payment to China to about 30 per cent. more than for these trips she has paid in this British port.

So much for the "trunk liners."

On the other hand, a "Douglas" or "Indo-China" steamer enters, pays the same  $2\frac{1}{2}$  cents a ton, remains here for 12 or 24 hours, and, returning again in three days from Canton or the Coast, has to again pay light dues.

A quarterly or half-yearly port tax, seems, therefore, to be the fairest. Vessels could then go in and out continually, availing themselves of the lights, or lie in harbour occupying space, as may seem best for the peculiar circumstances of each branch of trade. But, of course, that tax could not remain at  $2\frac{1}{2}$  cents a ton.

Then again as to the present dues paid by river steamers. Twenty years ago or thereabouts when light dues were first imposed on European shipping, (junks had contributed to the revenue for 8 years previous to this,) these river steamers were given exceptional rates in order to foster a particular trade. That trade has now arrived at a position quite capable of paying a fair share of the expenses of a Government under the agis of which it was created.

At the present rate of light dues these vessels, under the special privilege of paying only one-third of the fixed rate, and that only for those of them which arrive at night, (all the other being free of the port,) paid last year \$3,506 for a total tonnage arriving, amounting to considerably over a million and a half of tons, or at the rate of less than  $\frac{1}{4}$  of a cent per ton, and side by side with this they have been paying, if my information is correct, about \$17,000 at Canton for the same period.

They thus contribute to the Chinese revenue about 5 times more than to the revenue of the Colony whose flags they fly and the protection of whose laws they crave.

I am not advocating the cause of the Chinese methods of obtaining revenue, I merely wish to illustrate to those, who are accustomed to hear a sort of "commination service" read, having the "freedom of the port" for its theme, how very mild our methods are in Hongkong.

36. The lighthouses were maintained as usual during the year. The new lenses for Gap Rock, to replace those injured by the typhoon in October 1893, arrived from England and the light was restored to its original condition of efficiency in May.

37. Telegraphic and telephonic communication, with some few breaks, has also been kept up with the Gap Rock and Cape D'Aguilar during the year. From the former station, 373 vessels have been reported as passing, and in addition 233 messages were received and 1,915 sent, including the daily weather report for the Observatory.

From Cape D'Aguilar 933 vessels were reported, and in addition 31 messages were sent and 106 received.

38. The means of communication with Gap Rock are not, in my opinion, satisfactory. In 1893 severe damage was sustained by the Light and buildings, and the keepers were in a position of no little danger. Telegraphic communication being broken by the typhoon, information of the state of things only reached Hongkong through the courtesy of the captain of the P. & O. steamer *Clyde*, who, in answer to a signal, sent a boat to communicate with the Rock. With considerable difficulty the immediate wants of the keepers were relieved the following day.

Now, the station is in more or less danger from every typhoon which affects Hongkong, and we ought to be in the best possible position to satisfy ourselves as to their condition at any time during a typhoon, and to send succour to them if necessary immediately the weather permits. Such a position we are not in at the present time, the more severe the typhoon and thus the greater the danger to the keepers, the more likelihood is there that the telegraphic communication will be interrupted, and, with that condition of things, the people may be in the greatest peril without our knowledge, and if, as happened on one occasion, the *Fame* could not be spared by the Dock Company until 24 hours after the weather had moderated, the knowledge might eventually come too late.

The Light has been established at considerable expense, no reasonable expenditure should be grudged to ensure its efficiency and the safety of those in whose charge it is.

The station was not damaged to a great extent by the typhoons of 1894, though in the one of 4th to 5th October the sea was washing up to the buildings, the derrick was carried away, and other minor damage was sustained.



GOVERNMENT GUNPOWDER DEPÔT.

39. During the year 1894 there has been stored in the Government Magazine Stone Cutters' Island :—

	No. of Cases, &c.	Approximate Weight.
		lbs.
Gunpowder, privately owned, .....	18,920	519,983
Do., Government owned,.....	...	...
Cartridges, privately owned,.....	3,673	492,912
Do., Government owned, .....	72	5,958
Explosive Compounds, privately owned,.....	5,098	320,380
Do., Government owned, ...	28	1,759
Total,.....	27,791	1,340,992

On the 31st December, 1894, there remained as under :—

	No. of Cases.	Approximate Weight.
		lbs.
Gunpowder, privately owned, .....	6,563	164,868
Do., Government owned,.....	...	...
Cartridges, privately owned,.....	2,866	377,931
Do., Government owned, .....	27	1,208
Explosive Compounds, privately owned, .....	2,115	95,468
Do., Government owned, ...	24	1,120
Total,.....	11,595	640,595

GENERAL.

40. There has been no change in the staff of Harbour Department during the year under review. The first Boarding Officer and the Principal Lightkeeper have been granted leave of absence to England.

The Assistant Harbour Master has continued to perform the duties of the Second Magistrate, an arrangement which when assented to by me was

thought would be merely temporary but which has now lasted for nearly 3 years. The arrangement is unsatisfactory. Captain HASTINGS by working out of hours is able to perform those duties which are independent of the Harbour Master, such as the compilation of statistical records, the arrangement of the buoys in the harbour (nearly all of which were relaid last year) and so on; but, as he is generally absent from the Harbour Office for half of the usual office hours, he is unable to take up the general management of the details of the Department, which I take to be the meaning of the words "to assist the Harbour Master in the performance of his various duties," and which is the first of the Assistant Harbour Master's duties as laid down.

Opinions have from time to time been expressed as to the abolition of the post of Assistant Harbour Master, and at times even those who have not sufficient knowledge of the subject to entitle their opinion to serious consideration, have nevertheless not refrained from expressing it.

Whatever opinion, however, may be held on that point one thing I think is certain, namely, that an Assistant Harbour Master who is not in a position to fully assist in duties connected with the Harbour Department, is an anomaly, and places the Harbour Master in a false position.

The following opinion expressed by me to the Retrenchment Commission appears in their report. As these opinions are sometimes lost sight of, and as I hold this one strongly still, it may I think well find a place of record in this annual report.

\* \* \* \* \*

"I consider that with much advantage both to the public and the Government service the Water Police might be made a branch of the Harbour Department and the Harbour Master appointed Superintendent and the Assistant Harbour Master Deputy Superintendent and practical head thereof.

"The duties of the Water Police are primarily the proper discipline of the harbour and the vessels therein and the prevention of disorder and confusion; this embraces such matters as (i) regulation of fairways; (ii) supervision of passenger traffic; (iii) overloading; (iv) shipment, transshipment and discharge of dangerous goods; (v) illegal boarding of vessels; (vi) improperly crowding ships or buoys and all the other offences in the 'waters of the Colony' embraced in section 28 of the Merchant Shipping Ordinance.

“All these duties connected with offences against the Ordinance are within the purview of the Harbour Department, but that Department has no executive authority in most cases and no machinery to enforce the provisions of the Ordinance which it is specially designed to carry out, viz., the control and management of the waters of the Colony and the regulation of vessels navigating the same.” When breaches occur which this Department desires to take action on, applications have to be made through the heads of the departments concerned. Delay ensues on such communications, two sets of orders have to be given, and in nine cases out of ten the opportunity has passed before action can be taken, and the public only knows of the laches and condemnations, being ignorant of the well-meant but cumbersome efforts made by the two Government Departments concerned.

“That is one argument in favour of placing the Water Police under the Harbour Master. A second and perhaps more cogent one is that the advisability of placing a body of men under an officer who is practically familiar with the duties which his subordinates have to perform must be the best method of obtaining the most favourable results. \* \* \* \* \* and it is only reasonable to suppose that the Harbour Master, a specially qualified man constantly requiring the Water Police to assist him in the due discharge of his duties and who has an assistant in daily personal and active intercourse with the shipping and craft amongst which the Water Police have to do duty, would be the most fitting head for that force.”

The Committee in their report stated, with reference to my suggestion —“We beg to state that we have no hesitation in recording our decisions that no change should be made in the existing system” (Police); yet not one word of explanation was asked of me, nor one question on the subject put to either myself or the Assistant Harbour Master when our evidence was taken, while a reference to the published evidence of the Captain Superintendent of Police and the Deputy Superintendent, will show that a considerable number of questions, some of which, I think, might be almost termed “leading” were put to these officers, with the apparent object of proving how puerile and unsupportable my suggestion was. To my mind, the answers to these, however, only showed how frail was the argument advanced against my suggestion, the real meaning of which, apparently, both the Retrenchment Commission and the Police officers entirely failed to grasp. And, it may be observed, the evidences of myself and of Captain HASTINGS were taken more than 2 months after the Captain Superintendent had given his views on my proposal.

There is, in my opinion, necessity for continuing the post of Assistant Harbour Master, and I am further of opinion that, by placing the Harbour Police under the control of the Harbour Master and making the Assistant Harbour Master thus practical Head, efficiency would be increased, anomalies removed, and, very probably, economy effected.

IMPORTS AND EXPORTS (OPIUM) OFFICE.

41. The Return shows that during the year the amount of Opium reported was as follows:—

	1893.	1894.	Increase.	Decrease.
Imported, .....	39,098½	41,578	2,479½	...
Exported, .....	43,549½	38,978½	...	4,571
Through cargo reported } but not landed, .....	16,608½	22,986	6,377½	...

19,156 permits were issued from this Office, being a decrease of 2,582 as compared with 1893.

A daily memo. of exports to Chinese ports was during the year supplied to the Commissioner of Imperial Maritime Customs at Kowloon.

Surprise visits were paid to 95 godowns during the year.

I have the honour to be,

Sir,

Your most obedient Servant,

R. MURRAY RUMSEY, Retd. Comd. R.N.,  
*Harbour Master, &c.*

The Honourable J. H. STEWART LOCKHART,

*Acting Colonial Secretary.*

*&c., &c., &c.*

## THE POSTMASTER GENERAL'S REPORT FOR 1894.

No. 37.

GENERAL POST OFFICE,  
HONGKONG, 6th June, 1895.

SIR,—I have the honour to forward the following report on the British Postal Service in Hongkong and China during the year 1894.

2. The approximate statistics of correspondence received and despatched during the year are given in table *A*. These figures are arrived at by taking statistics during a period of 28 days and multiplying the results by 13; no very exact conclusions can therefore be deduced from them. But in so far as they may be relied upon they point to a considerable increase in International Postal business as compared with 1893, while the local business appears to have suffered a slight decrease. The heads of International business under which the largest increases appear are—

Ordinary letters despatched, .....	36 %
Post Cards, .....	55 %
Newspapers, &c., .....	31 %
Patterns, .....	15 %
Registered Articles, .....	18 %

3. It should be mentioned, however, that two thirds or more of this apparently large increase is attributable to the fact that the statistical period in 1894 included the date of despatch of the New Year's Mail for Europe, which is always about 50 per cent. heavier than an average homeward mail. The despatch of the Christmas homeward mail is always included in the statistical period (the first 28 days in November) so that the estimate of the yearly amount of correspondence despatched is always somewhat too high, although the fact does not greatly affect the comparison from year to year.

4. A very fair index to the variations in the amount of correspondence despatched is furnished by the value of the stamps sold from month to month. Table *H* shows these values (for Hongkong only) for 1893 and 1894. The comparison of the amount sold during the first seven months

of 1894 with the amount for the corresponding months of 1893 shows an increase of a little over 6 per cent. which is perhaps a fair estimate of the annual rate of increase of the business of the Office. The reason for taking seven months only for the purpose of the comparison will be inferred from paragraph 16 below.

5. There is a decrease of 50 per cent. in patterns received and a small decrease in newspapers received, the other heads of correspondence received showing slight increases.

6. The local correspondence despatched shows a slight decrease in the number of letters, post cards, newspapers and registered articles. In the local correspondence received there is a decrease of 18 per cent. in newspapers and registered articles, and a small decrease in ordinary correspondence.

7. Table *B* gives the statistics of parcels received and despatched, and table *C* gives the comparison with 1893. The figures shown for parcels to and from the Coast Ports are estimated from statistics taken during 28 days in November; the other figures are exact.

8. A revised tariff for parcels post came into force on the 1st October, the most important alteration being the raising of the postage on parcels to the United Kingdom from 25 cents per first lb. and 20 cents for each succeeding lb. to 40 cents and 25 cents respectively. In spite of this measure, which was rendered necessary by the fall in exchange, the popularity of the parcels post appears to be steadily increasing.

Table *D* shows the number of parcels posted in Hongkong despatched to Europe by the English mail, with the amount of postage and the insurance fees collected. A reference to this table shows that 3,038 parcels (an average of 152 per mail) were despatched previous to the 1st October, while the mails of the 10th and 25th October and 6th and 20th December carried an average of 203 parcels each. The Christmas and New Year's Mails are always exceptionally heavy and are, therefore, not taken into account in this comparison.

9. The new regulations for insured parcels also took effect from the 1st October. It is now compulsory to insure gold and silver articles for at least part of their value.

10. A parcels post service between Victoria and the Peak was inaugurated on the same day, but the public showed no disposition to make

use of it, only two parcels being posted in as many months. It was, therefore, discontinued from the 1st December.

11. The insurance of parcels to India was discontinued in January. I am, however, again in correspondence with the Postmaster General of Bengal on the subject, and hope that a satisfactory arrangement will be shortly completed.

12. Table *E* gives the number of messages received at the Telegraph Room. There is an increase in the number of signals of approaching vessels from Cape D'Aguilar and a decrease under each of the remaining heads.

13. Table *F* shows the dates and causes of interruptions in the communication with Gap Rock and Cape D'Aguilar. The former number six as against eleven in 1893, and the latter ten as against eighteen in 1893.

14. Table *G* shows the revenue and expenditure of the department during 1893 and 1894. There is an increase under all heads of revenue except fees for private boxes in which there is a trifling decrease. The most important increase is one of nearly 10 per cent. in the value of stamps sold, which is attributable partly to the increased postal tariff, which came into force on the 1st August, and partly to a general increase in correspondence despatched. The largest relative increase is under the head of profit on exchange on Money Order transactions. This is, however, deceptive. The amount shown for 1894 is the sum paid into the Treasury in that year and represents approximately the profit on the transactions of 1892 and 1893. The profit on the 1892 transactions was not paid into the Treasury in 1893 because it was feared that the heavy loss caused by the closing of the Indian Mints, referred to in paragraph 12 of the Acting Postmaster General's report for 1893, would swamp both that and the profit on the 1893 transactions with other countries, and possibly render necessary a vote to meet the deficiency. Fortunately, this fear was not realized, and but for the loss referred to, amounting to \$4,092.00, the business of 1893 would have shown a profit of \$7,922.74 as against \$2,374.41 for 1892, the large increase being due principally to increased transactions with Australia consequent on the failure of several Australia banks.

15. The increase under the various heads of expenditure are for the most part attributable to the fall in exchange.

16. On the 1st August the postage to the United Kingdom was raised from 7 cents to 10 cents per  $\frac{1}{2}$  oz. for letters, with corresponding increases for other descriptions of correspondence. The effect of this change has been to increase by some 10 per cent. the average value of the monthly sale of stamps, allowance being made for the usual extra large sale in November.

17. The value of stamps sold at Shanghai jumped suddenly from \$1,976 in July to \$2,753 in August and maintained, from August to December inclusive, an average of \$2,938 a month as against \$1,681 for the preceding seven months, an increase of more than 70 per cent. This large increase was caused almost entirely by the closing of the Japanese Post Office at Shanghai, by which a great deal of extra work fell to the lot of the British Office. It is an ill wind that blows nobody any good, and one effect of the China-Japan War was to put some \$1,200 a month into the pockets of the Hongkong ratepayers.

18. Table *I* shows the Money Order business for 1894.

19. I regret to state that during the year it was found that more than 50 registered letters, originating for the most part from the Straits Settlements, had been during the previous year lost or misappropriated in transit through this Office. No prosecution was instituted, and the greater part of the indemnities claimed by the senders was paid by the father of the clerk to whom the losses were traced, and who was permitted to resign from the service. I am pleased to add that I have complete confidence in the staff at present under my control in this Office, who have one and all performed their duties conscientiously and satisfactorily.

20. Mr. J. PEEL joined the department as junior clerk in April.

21. Mr. J. COSTA resigned in May.

22. Mr. A. M. SILVA, the senior clerk, retired on pension in November, and was succeeded by Mr. W. J. SOLLY, who was transferred from the Police Force.

23. The Post Office shroff FU NG died in July, and was succeeded by CHING KAM LEUNG. The Money Order shroff also died, and was succeeded by NG LUM.

24. I returned from leave of absence on the 3rd October, and the Assistant Postmaster General, Mr. NORTHCOTE, left for England the same

day, Mr. BADELEY being appointed to act as Assistant Postmaster General during his absence.

25. The electric light was introduced into the Office in October and has proved a very great boon.

26. On the 22nd October a robbery was perpetrated from the Canton Postal Agency. The thief was subsequently caught and the property abstracted (which was of small value) recovered.

27. The postal agent at Ningpo died on the 31st October. An examination of his accounts, which in spite of repeated letters from this Office were at the time two months in arrear, disclosed a deficiency of \$940.05, of which \$161.50 was subsequently recovered from his estate.

I have the honour to be,

Sir,

Your most obedient Servant,

ARTHUR K. TRAVERS,  
Postmaster General.

The Honourable

THE COLONIAL SECRETARY,

&c., &c., &c.

MONEY ORDER BUSINESS, 1894.

	Number of Orders.	Amount.		Colonial Commission.	Total Commission.
		£	s. d.		
<b>In Sterling.</b>					
Hongkong, Shanghai and Agencies on United Kingdom, .....	2,070	6,776.	1. 7	77.70	
Do. on Queensland, .....	72	152.	7. 4	3.45	
Do. on New South Wales, .....	79	296.	19. 7	5.08	
Do. on Victoria, .....	57	153.	4. 0	3.66	
Do. on South Australia, .....	11	17.	0.10	.52	
Do. on Tasmania, .....	6	29.	7. 0	.19	
Do. on New Zealand, .....	11	23.	12. 7	.45	
Total Outward Orders in Sterling, .....	2,306	7,448.	12.11	91.05	91.05
United Kingdom on Hongkong, Shanghai and Agencies, .....	1,022	3,048.	16. 3	284.60	
Queensland Do., .....	1,064	7,312.	0. 4	694.89	
New South Wales Do., .....	772	3,849.	3. 5	357.58	
Victoria Do., .....	410	2,966.	9. 9	281.59	
South Australia Do., .....	138	981.	14. 0	93.15	
Western Australia Do., (ceased on 31st Mar., 1894), .....	38	282.	0. 0	...	
Tasmania Do., .....	169	762.	16. 0	73.09	
New Zealand Do., .....	76	468.	1.11	44.53	
Total Inward Orders in Sterling, .....	3,689	19,671.	1. 8	1,829.43	1,829.43

Carried forward,.....\$1,920.48

MONEY ORDER BUSINESS, 1894,—Continued.

		Number of Orders.	Amount.	Colonial Commission.	Total Commission.
<b>In Dollars.</b>			\$ c.	\$ c.	\$ c.
<i>Brought forward</i> ,.....		...	.....	...	1,920.48
Hongkong on Shanghai, .....		130	2,424.58	48.00	
Do. on Coast Ports, .....		21	268.27	4.60	
Hongkong, S'hai. & Agencies on United States, (commenced 1st July, 1894),		55	397.49	11.81	
Do. on Canada, .....		43	638.03	10.61	
Do. on Japan, (including through Orders from Australia, &c.), .....		1,127	53,025.40	150.80	
Do. on Straits Settlements, .....		102	1,225.82	21.40	
Do. on Siam, .....		20	350.50	1.09	
Do. on British North Borneo, .....		37	781.68	1.19	
Total Outward Orders in Dollars, .....		1,535	59,111.77	249.50	249.50
Shanghai on Hongkong and Coast Ports, .....		57	854.26	20.00	
United States on Hongkong, S'hai. & Agencies, (commenced 1st July, 1894),		61	946.86	4.74	
Canada Do., .....		132	4,778.77	23.89	
Japan Do., .....		263	5,913.69	1.20	
Straits Settlements Do., .....		511	12,208.83	17.99	
Siam Do., .....		61	766.92	6.67	
British North Borneo Do., .....		53	1,018.54	10.18	
Total Inward Orders in Dollars, .....		1,138	26,487.87	84.67	84.67
<i>Carried forward</i> ,.....					\$2,254.65

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MONEY ORDER BUSINESS, 1894,—Continued.

		Number of Orders.	Amount.	Colonial Commission.	Total Commission.
<b>In Rupees.</b>			Rs. as.	\$ c.	\$ c.
<i>Brought forward</i> ,.....		...	.....	...	2,254.65
Hongkong, Shanghai & Agencies on India, (resumed on 1st July, 1894), .....		432	29,909. 4	160.32	
Do. on Ceylon, .....		15	669.14	1.61	
Total Outward Orders in Rupees, .....		447	30,579. 2	161.93	161.93
India on Hongkong, Shanghai & Agencies, (resumed on 1st July, 1894), .....		69	5,182. 1	13.58	
Ceylon Do., .....		9	107. 6	.28	
Total Inward Orders in Rupees, .....		78	5,289. 7	13.86	13.86
<b>Imperial Postal Orders payable in the United Kingdom.</b>			£ s. d.		
Sold at Hongkong, Shanghai and Agencies, .....					
	10 Orders, .....	968	48. 8. 0	} 582.25	
	16 " .....	931	69.16. 6		
	50 " .....	783	195.15. 0		
	100 " .....	1,071	535.10. 0		
	200 " .....	2,385	2,385. 0. 0		
Total Sterling Orders, .....		6,138	3,234. 9. 6	582.25	582.25
<i>Carried forward</i> ,.....					\$3,012.69

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MONEY ORDER BUSINESS, 1894,—Continued.

		Number of Orders.	Amount.	Colonial Com- mission.	Total Commis- sion.
			\$ c.	\$ c.	\$ c.
Local Postal Notes payable in Hongkong, Shanghai and Agencies.					
<i>Brought forward</i> ,.....		...	.....	...	3,612.69
Sold at Hongkong, Shanghai and Agencies, ....	25-Cent Notes,.....	134	33.50	1.34	
	50. " " .....	225	112.50	2.25	
	\$ 1.00 " " .....	237	237.00	4.74	
	2.00 " " .....	190	380.00	7.60	
	3.00 " " .....	266	798.00	15.96	
	4.00 " " .....	319	1,276.00	25.52	
	5.00 " " .....	472	2,360.00	47.20	
10.00 " " .....	747	7,470.00	149.40		
Total Dollar Orders, . .....		2,590	12,667.00	254.01	254.01
TOTAL,.....					3,266.70

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ARTHUR K. TRAVERS,  
Postmaster General.

