



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1911



**REPORT**

OF THE

*GENERAL COMMITTEE*

OF THE

**Hongkong General Chamber of Commerce**

FOR THE

**Year ending 31st December, 1911.**

PRESENTED TO THE MEMBERS

AT THE

**ANNUAL MEETING HELD ON 29th FEBRUARY, 1912.**

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HONGKONG:

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1912.



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**COMMITTEE, 1912.**

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

MR. N. J. STABB, <i>Vice-Chairman.</i>	MR. G. H. MEDHURST
MR. F. H. ARMSTRONG	HON. MR. C. H. ROSS
MR. J. W. C. BONNAR	MR. E. SHELLIM
MR. G. T. EDKINS	MR. H. A. SIEBS
MR. G. FRIESLAND	

MR. E. A. M. WILLIAMS, *Secretary.*

**ARBITRATION COMMITTEE, 1912.**

MR. F. H. ARMSTRONG	MR. G. FRIESLAND
MR. J. W. C. BONNAR	MR. E. SHELLIM
MR. G. T. EDKINS	MR. H. A. SIEBS

**CORRESPONDING COMMITTEE, 1912.**

THE CHAIRMAN	MR. G. H. MEDHURST
THE VICE-CHAIRMAN	HON. MR. C. H. ROSS

**LIST OF MEMBERS, 1912.**

- |                                 |                                  |
|---------------------------------|----------------------------------|
| 1 SIR C. P. CHATER, C.M.G.      | 10 MR. ELLIS KADOORIE            |
| 2 MR. A. M. ESSABHOY            | 11 " G. P. LAMMERT               |
| 3 " FUNG WA CHUEN               | 12 " A. R. MARTY                 |
| 4 " A. G. GORDON                | 13 " J. R. MICHAEL               |
| 5 " C. L. GORHAM                | 14 " H. M. H. NEMAZEE            |
| 6 " GEO. GRIMBLE                | 15 DR. J. W. NOBLE               |
| 7 " HO FOOK                     | 16 HON. MR. H. E. POLLOCK, K.C.  |
| 8 " HO TUNG                     | 17 MR. M. S. SASSOON             |
| 9 DR. G. P. JORDAN              | 18 " F. SMYTH                    |
|                                 | 19 " F. P. TALATI                |
| 20 MESSRS. ALVES, J. M. & Co.   | 52 MESSRS. J. D. HUTCHISON & Co. |
| 21 " ARTHUR NILSSON & Co.       | 53 " JEBSEN & Co.                |
| 22 " ARCULLI BROS.              | 54 " JOHNSON, STOKES & MASTER    |
| 23 " A. V. APCAR & Co.,         | 55 " JORGE & Co.                 |
| 24 " ARNHOLD, KARBERG           | 56 " KRUSE & Co.                 |
| 25 " BANKER & Co. [ & Co.       | 57 " DOUGLAS, LAPRAIK & Co.      |
| 26 " BARRETTO & Co.             | 58 " LANE, CRAWFORD & Co.        |
| 27 " F. BLACKHEAD & Co.,        | 59 " LOWE, BINGHAM & MATTHEWS    |
| 28 " BRADLEY & Co.              | 60 " LINSTEAD & DAVIS            |
| 29 " BRUTTON & HETT             | 61 " W. R. LOXLEY & Co.          |
| 30 " BUME & REIF                | 62 " D. MACDONALD & Co.          |
| 31 " BUTTERFIELD & SWIRE        | 63 " McEWEN, FRICKEL & Co.       |
| 32 " CALDBECK, MACGRE-GOR & Co. | 64 " MELCHERS & Co.              |
| 33 " CARLOWITZ & Co.            | 65 " Wm. MEYERINK & Co.          |
| 34 " CARL BODIKER & Co.         | 66 " MING KEE HONG               |
| 35 " CAWASJEE, PALLANJEE & Co.  | 67 " MOXON & TAYLOR              |
| 36 " CONNELL BROS. & Co.        | 68 " N. MODY & Co.               |
| 37 " CRUZ BASTO & Co.           | 69 " E. PABANEY & Co.            |
| 38 " S. J. DAVID & Co.          | 70 " PERCY SMITH, SETH & FLEMING |
| 39 " DEACON, LOOKER & DEACON    | 71 " RADECKER & Co.              |
| 40 " DENNYS & BOWLEY            | 72 " REISS & Co.                 |
| 41 " EWENS & HARSTON            | 73 " REUTER, BROCKEL-MANN & Co.  |
| 42 " FERD BORNEMANN & Co.       | 74 " ALEX. ROSS & Co.            |
| 43 " GARNER QUELCH & Co.        | 75 " ROZARIO & Co.               |
| 44 " GARRELS, BORNER & Co.      | 76 " SANDER, WIELER & Co.        |
| 45 " GIBB, LIVINGSTON & Co.     | 77 " E. D. SASSOON & Co.         |
| 46 " GILMAN & Co.               | 78 " SHEWAN, TOMES & Co.         |
| 47 " GODDARD & DOUGLAS          | 79 " SIEMSEN & Co.               |
| 48 " HEUSER, EBERIUS & Co.      | 80 " H. SKOTT & Co.              |
| 49 " HUGHES & HOUGH             | 81 " SOARES & Co.                |
| 50 " J. D. HUMPHREYS & SON      |                                  |
| 51 " W. G. HUMPHREYS & Co.      |                                  |



LIST OF MEMBERS,—Continued.

82 MESSRS. STEWART BROS.	85 MESSRS. WENDT & Co.
83 " THORESEN & Co.	86 " HARRY WICKING & Co.
84 " THOMAS COOK & SONS	87 " YUEN HOP HONG

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

Officers of the Hongkong General Chamber of Commerce.

From date of Formation in 1861 to 1912.

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



## CHAMBER'S REPRESENTATIVES IN LEGISLATIVE COUNCIL.

<i>Date of Election.</i>	<i>Name of Representative.</i>	<i>Firm.</i>	<i>How Elected.</i>
1884	Thomas Jackson .....	Hongkong & Shanghai Bank..	Elected 2nd January.
1886	Alexander Palmer MacEwen ..	Holliday, Wise & Co.....	Elected 27th April, Mr. Jackson on leave.
1887	Alexander Palmer MacEwen...	Do. do .....	Elected 17th September, on retirement of Mr. Jackson.
1888	Bendyshe Layton .....	Gibb, Livingston & Co.....	Elected 22nd May, Mr. MacEwen on leave.
1890	Thomas Henderson Whitehead	Chartered Bank of I. A. & China	Elected 18th September, on resignation of Mr. MacEwen
1894	Alexander MacConachie.....	Gilman & Co.....	Elected 9th June, Mr. Whitehead on leave.
1896	Thomas Henderson Whitehead	Chartered Bank of I. A. & China	Re-elected 19th September, on expiry of term.
1900	Herbert Smith.....	Butterfield & Swire.....	Elected 30th April, Mr. Whitehead on leave.
1900	John Thurburn .....	Mercantile Bank.....	Elected 18th June, on resignation of Mr. H. Smith
1901	Thomas Henderson Whitehead	Chartered Bank of I. A. & China	Returned from leave, 12th July, 1901.
1902	Robert Gordon Shewan .....	Shewan, Tomes & Co.....	Elected 5th June, Mr. Whitehead on leave.
1902	Robert Gordon Shewan .....	Do. ....	Elected 3rd October, on expiry of term.
1903	Henry Edward Pollock, K.C. ...	Barrister at Law.....	Elected on 12th August, Mr. Shewan on leave.
1904	Robert Gordon Shewan .....	Shewan, Tomes & Co.....	Returned from leave, 12th July, 1904.
1906	Edbert Ansgar Hewett .....	P. & O. Steam Navigation Co.	Elected 26th April. Mr. Shewan resigned.
1908	Murray Stewart .....	Stewart Bros. ....	Elected 17th March, Mr. Hewett on leave.
1908	Edbert Ansgar Hewett .....	P. & O. Steam Navigation Co.	Returned from leave, 15th October, 1908.
1912	Edbert Ansgar Hewett, C.M.G....	P. & O. Steam Navigation Co.	Re-elected 25th April, 1912, on expiry of term.
1912	Murray Stewart .....	Stewart Bros. ....	Elected 25th May, 1912, Mr. Hewett on leave.

## RULES AND REGULATIONS.

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

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

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

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

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

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

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

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



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

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

Committee Meetings.

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

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

Sub-Committees.

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

By-laws.

XI. The Committee shall have power to frame By-laws, which shall at once come into force, but must be presented for confirmation at the next ensuing General Meeting of the Chamber; and after such confirmation, such By-laws shall be binding on all Members equally with these Rules.

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

Accounts.

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

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

Annual Report.

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

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

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

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

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

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

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

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

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

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



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

Alteration of Rules.

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

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

## BY-LAWS.

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

I. The Office shall be open daily from noon to one 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. Office hours.

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

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

IV. No documents belonging to the Chamber shall be removed during Office hours, nor shall any minute of its proceedings be made public without an order of the Committee. Documents not to be Removed.

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

VI. In addition to the Subscriptions as provided for by Rule III., funds for the requirements of the Chamber may be raised in the following manner:—By the sale of statements of trade, by fees on Arbitration and References, by fees for certified copies of the Records and other Documents in the Archives of the Chamber, or for Certificates for any Commercial matters, by the issue of telegraphic or other information of general interest, and by voluntary gifts and contributions either in money, maps, books or anything which may be useful to the Society. Revenue other than Subscriptions



Corresponding  
and Arbitration  
Committees.

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

Appointment  
of outside  
Arbitrators.

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

Arbitration  
Fees.

VIII. Each Member of the Arbitration Committee shall be entitled to a Fee of not less than \$5, and not more than \$10 for each sitting, 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.

Terms of  
Arbitration  
Committee  
to enforce.

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 cognisance of, any dispute whatever, unless one of the parties interested therein be a Member of the Chamber.

Construction  
of By-laws.

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

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

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

1. On receipt of a request from the Government to nominate a representative of the Chamber in the Legislative Council, a General Meeting of the Members shall be called by the Committee, notice of which shall be given by advertisement in the public Press at least five days before the holding of such Meeting. Notice of Meeting.
2. Notice in writing of the names of Candidates, and of their proposers and seconders, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting. Proposal of Candidates.
3. If only one Candidate, the Voting to be by show of hands; if more than one Candidate, the Voting to be by Ballot. Voting.
4. In the case of a Ballot, Scrutineers to be appointed by the Meeting.
5. In the case of a Ballot, a voting paper to be handed to each Member entitled to vote attending the Meeting, and when the Poll takes place, the voting papers, with the names of the Selected Candidates filled in, to be placed in a receptacle (to be indicated by the Chairman of the Meeting) at the place of Ballot; the Scrutineers (or Secretary) to register the names of the Voters as the voting papers are so deposited.
6. After a Candidate has been proposed and seconded, Members may speak to the proposal before the Meeting. Order of speeches.
7. When all the Candidates have been proposed and seconded, the Candidates may address the Meeting in the order in which their names have been submitted to the Meeting.



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

Result.

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

Case of equality votes.

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

**SCALE OF COMMISSIONS AND BROKERAGES.**

*adopted by the Hongkong General Chamber of Commerce, at the Annual General Meeting held 19th May, 1903.*

**COMMISSIONS.**

Purchasing or selling Tea, .....	2½	per cent.
" " Raw Silk, .....	2½	"
" " Cotton, .....	2½	"
" " Opium, .....	2	"
" " all other goods and produce, .....	3	"
" " Ships and Landed Property, .....	5	"
" " Stocks and Shares, .....	1	"
Inspecting Tea, .....	2	"
" " Silk, .....	1	"
Guaranteeing Sales, .....	2½	"
" " Remittances, .....	1	"
Drawing or endorsing Bills of Exchange, .....	1	"
" " or negotiating Bills of Exchange without recourse, .....	½	"
Purchasing or realising Bullion or Bills of Exchange, .....	½	"
Remitting the Proceeds of Bullion or Bills of Exchange, .....	½	"
Paying and receiving money in Current Account, .....	1	"
" " Ship's Disbursements, .....	2½	"
Collecting Freight, .....	2½	"
Obtaining Freight or Charter, .....	5	"
" " and collecting same Freight, .....	6	"
Adjusting Insurance Claims on Amount Recovered, .....	2½	"
Effecting Insurance, on the Insured Amount, .....	¼	"
Prosecuting or defending successfully Claims, either at Law or by Arbitration, .....	5	"
Prosecuting or defending unsuccessfully, .....	2½	"
Managing Estates and collecting Rents (on Gross Receipts), .....	5	"
Transshipping or forwarding Jewellery, and Bullion, .....	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 Commission is earned, .....	1	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**

Bill and Bullion, .....	½	per cent.	Payable by Seller.
Produce and General Merchandise, .....	½	"	"
Fire Arms, .....	1	"	"
For negotiating and completing Charters and procuring Freight, .....	1	"	by ship.
For negotiating sale or purchase of Landed Property, .....	1	"	



THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

TARIFF OF CHARGES.

To be charged to BUYER and SELLER.

BANKS—		DOCKS, WHARVES & GODOWNS—	
Hongkong & Shanghai	\$2.00	Hongkong & Whampoa Dock	\$0.35
INSURANCE—		New Amoy Dock	.10
Canton	.75	Hongkong & Kowloon Wharf	.50
China Fire	.50	COTTON MILLS—	
Hongkong Fire	1.00	Hongkong Cottons	.10
Union	2.00	REFINERIES—	
LAND & BUILDINGS—		China Sugar	.50
Hongkong Land Investment	.50	Luzon Sugar	.25
Humphreys' Estate	.10	MISCELLANEOUS—	
Kowloon Land Investment	.25	Bell's Asbestos	.10
West Point Building	.35	Campbell, Moore & Co.	.20
HOTELS—		China-Borneo	.10
Hongkong Hotel	.50	China Light & Power	.05
STEAMSHIPS—		China Provident	.10
Hongkong, Canton & Macao	.25	Dairy Farm	.20
China & Manila	.15	Green Island Cements	.10
Indo-China, Preferred	.50	Hongkong Electric	.25
Do. Deferred		Hongkong Ice Co.	.70
Douglas Steamship Co.	.20	Hongkong Rope	.20
Star Ferry	.25	Hongkong Tramway	.10
Do. new issue	.15	Watson & Co.	.10
Union Water Boat Co.	.10	Wm. Powell	.10
MINING—			
Charbonnages	1.50		
Raubas	.10		

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

Present Tariff.	Stock Value.	Brokerage.	Stock Value.	Brokerage.
\$2.00	At or over \$900	the Brokerage to be \$3.00	When falling under \$700,	to be \$1.50
1.50	700	2.00	500	1.00
1.00	500	1.50	350	.75
.75	300	1.00	200	.50
.50	200	.75	60	.35
.35	60	.50	35	.25
.25	35	.35	25	.20
.20	25	.25	15	.15
.15	15	.20	10	.10
.10	12.50	.15	3	.5

Brokerage on Shanghai Stocks to be charged at the rate of 1/2 per cent. on market value.

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

By order of the Committee.

W. G. WORCESTER,  
Secretary.

N.B.—This List is to come into force from this date and cancels all previous issues.  
Hongkong, April 3rd, 1912.

The Stockbrokers' Association of Hongkong.

TARIFF OF CHARGES

ON

RUBBER STOCKS

To be Charged to BUYER and SELLER.

VALUE OF STOCK.	BROKERAGE.
Under 2/-	1 1/2 d.
2/- and over	3 d.
20/-	6 d.
60/-	9 d.
100/-	1/-
150/-	1/6
200/-	2/-
300/-	2/6
400/-	3/-

Under \$2	5 cents.
\$2 and over	10 "
\$10	25 "
\$30	40 "
\$60	50 "
\$100	75 "
\$300	\$1.00
\$500	\$2.00
\$700	\$3.00

By order of the Committee.

W. G. WORCESTER,  
Hon. Secretary.

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

Hongkong, 3rd April, 1912.

[The above Tariff is published for general information, but is not sanctioned by the Chamber of Commerce.]



*MINUTES of the Yearly General Meeting of the HONGKONG GENERAL CHAMBER OF COMMERCE, held in the old CHAMBER OF COMMERCE ROOM, CITY HALL, on Monday, the 29th Feb., 1912, at 4 p.m., for the purpose of receiving the report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1911.*

*Present:—*

Hon. Mr. E. A. Hewett, C.M.G. (Chairman), Messrs. G. H. Medhurst (Vice-Chairman), F. H. Armstrong, J. W. C. Bonnar, G. T. Edkins, Hon. Mr. C. H. Ross, Messrs. E. Shellim, N. J. Stabb (Committee), E. A. M. Williams (Secretary), A. Forbes, T. F. Hough, Wm. Dickson, Hedley G. White, A. D. Barretto, W. A. Dowley, L. Berindoague, D. Macdonald, Wong Leung Him, C. Bond, K. M. Cumming, William D. Jupp, F. C. Macdonald, M. Stewart, R. Fuhrmann.

The Secretary read the notice convening the meeting.

The Minutes of the last annual meeting were confirmed.

The Chairman (Mr. Hewett) said:—

Gentlemen,—The report and accounts having been in your hands for some days, I will with your permission take them as read.

Before proposing their adoption, I will as usual make a few remarks on the more important matters which have received the attention of the Committee during the past twelve months.

The first question in the report is concerned with signalling to vessels which have taken refuge behind Stone Cutters' Island or in Junk Bay. The matter was brought forward by a number of the Commanders of local steamers, and thanks to the action of the Government and the courtesy of H.E. The General Officer Commanding and the General Manager of the Standard Oil Company, arrangements have now been made to signal the latest storm warnings to the vessels.

Another question relating to the signalling which has engaged our attention was the advisability or otherwise of retaining the Red signals. After considerable discussion, it has however been decided to continue their use, at all events, until the promised and much looked for wireless station has been erected on Pratas Island.

You will notice that the serious inconvenience, and in some cases actual loss, entailed on importers through the disastrous strikes of dock labourers and others which occurred last year in Great Britain has been considered by the Committee who, however, were of opinion that this was a matter which could better be dealt with by the importing firm communicating direct with his buyers, rather than as suggested by a joint circular from all the importing houses.

A very important point has been raised, viz: as to whether a Mate's Receipt could be considered a negotiable document. The Committee, without pretending to be able to give an authoritative decision on the subject, consider that under ordinary circumstances such a receipt is not necessarily a proof of ownership and could not be considered as a negotiable document, unless the holder could show he had secured the receipt in exchange for value received.

The opium question was very fully dealt with in our last report and, as you will have seen, correspondence on the subject up to May of last year was published in that report. As stated in my last annual address, the Committee considered it advisable not to lay the correspondence before the Members until matters had been finally adjusted.

In June, however, as you will see on reference to our present report, the matter was again brought forward, as the Canton Authorities were proposing to adopt another system by which they hoped to increase their revenue at the expense of the trade and, as usual, in defiance of treaty obligations.

The disturbance which shortly broke out resulting in a change in the personnel of the provincial Government has left the matter in abeyance.

The possibility of disinfecting vessels and lighters by a Clayton machine has again been raised by the Government, but, as you will notice, the Committee adhere to the view expressed some years ago by their predecessors that the proposals put forward are impracticable.

The erection of a light on Kapsing Island which has for so many years been demanded by those interested in the river trade is, we hope, shortly to be completed, the apparatus for the light having already arrived in the Colony.

With regard to the new Companies Ordinance, the Committee have made suggestions to the Government with a view to the amendment of the ordinance on certain particulars, chief among which was that the books of Chinese Joint Stock Companies should be kept in English.

The difficulty of a full examination of books kept in Chinese was pointed out to the Government who, however, were disinclined to accept the suggestion.

The Committee then proposed that at least the Statutory books and the Cash Book should be in English, and it would then be possible in the case of a winding up to trace the receipts and expenditure on Capital Account and to work up a rough estimate of the trading.



The matter is still the subject of correspondence with the Government.

The necessity for a properly drawn up form of bond for use in arbitrations was referred to in my last annual address. This matter has now been dealt with, a form of bond having been drawn up by the Chambers' Solicitors which has been brought into use.

The Membership of the Chamber shows a considerable number of changes, the total however being 145 as against 143 last year.

I have now dealt with all the more important questions set forth in our report. There are a few more matters which I should like to touch on.

You will no doubt remember something appeared in the local press recently as to the necessity for dredging in the harbour.

In the opinion of the Committee there is at the moment no such necessity particularly bearing in mind the heavy cost which even partial dredging would involve.

With the opening of the Panama Canal we will no doubt see very great changes in the shipping trade to the East, but it does not follow that the draught of vessels calling at Hongkong will be very materially increased.

The matter will require watching, and should it be seen that vessels are deterred from calling at Hongkong through want of sufficient depth of water in the anchorage, a new survey will have to be made and a comprehensive scheme for dredging drawn up. This, I need hardly add, would be a most costly enterprise, but if found necessary will have to be undertaken rather than Hongkong should risk a loss of that trade by which alone she can exist.

Although nothing appears in our report on the important subject of the erection of a wireless station, it must not be supposed the question has been neglected.

We understand that while the Naval Authorities contemplate erecting their own station, steps are also being taken to set up a lower power station for commercial purposes.

This may not be quite so powerful as the station asked for, but it is possible that it will prove sufficient for our needs. The matter is now under consideration and at the moment I am unable to say anything further, but the Government will be asked to give publicity to the proposed scheme at the earliest possible date.

You will recollect that last year reference was made to the publication of a business directory for Hongkong. The material has now been collected and we understand has been passed on to the Board of Trade by the Hongkong Government.

The Committee of the Chamber has recently been approached by the Special Commissioner of "The Financial News," who is now in the Far East, as to the publication of a special section dealing with the financial, commercial and industrial development of Hongkong. This well-known paper has already issued similar editions dealing with India, Australia, Canada and other places, and as the Committee believe the publication of the proposed edition cannot but prove of great benefit to this Colony, they would ask the Members to be good enough to consider the proposals of Mr. Maitland, the special Commissioner, should that gentleman call on them.

Since our last meeting, very great and startling changes have taken place in the Empire of China, resulting in a new form of Government, and we trust what will shortly prove to be a more enlightened, progressive and civilized form of government than the old order which has so suddenly been swept away.

It is so recently when most, if not all of us, were listening to an able address from our friend the Vice-Chairman dealing with the present situation in China, and giving so far as it was possible some forecast of what these changes may bring forth, that I feel it would be a work of supererogation, even if I could find it possible to attempt any such forecast or to add to what he has already said.

We are I think all agreed that we have as yet hardly done more than scratch the trade of China. With a reformed and enlightened Government, able to control and fittingly direct the forces under them, we should see an enormous increase in the foreign trade of the Empire which would so greatly benefit all concerned, and more particularly the industrious sober-minded people of that great country.

We can only trust that the work of settling the country and of bringing in a reformed government will be promptly and efficiently carried out, and that under the new regime we will no longer have to complain of the constant breaches of treaty and acts of bad faith towards the Treaty Powers of which the Chinese Government have for so many years been guilty.

Although many changes have taken place, and are taking place, I am afraid my address to you has been rather fragmentary. I have only one other word to add.

Several changes have taken place in our Committee during the past year. Amongst others we have lost the services of our Vice-President, Mr. Keswick, who represents an old firm in the Colony. I am sure you all, as I do, regret deeply his departure from the Far East, and wish that he were with us still. He was doing as good work, if not better, than he is doing at home. The only other change contemplated in the future is the departure of our present Vice-President, who has been a member of our Committee for several years, and, as we all know, has taken a very prominent part, particularly of late, in the business life of the



Colony. I am sure you all sincerely regret, as I do, his termination with the Far East. With these words, gentlemen, I wish to propose the adoption of the Report and Accounts.

Mr. DICKSON—Gentlemen,—I rise with much pleasure to second the adoption of the report and accounts just submitted by our Chairman. In doing so I am thankful to say it does not devolve upon me to pass in review order the many and varied themes dealt with by the Committee during the year: that our interests are in reliable and capable hands is obvious, and any enlargement upon the very interesting speech we have just listened to would be manifestly out of place. I need hardly remind you of the trying and critical times our ancient neighbour has passed through in the last few months. There are still many rapids to be negotiated and matters of vital importance to this Colony are bound to arise, but as our Chairman has remarked we look hopefully to the future. One thing is obvious: that our Committee has the interests of the Chamber, and, through it, the Colony at heart; that a watchful eye is being maintained and that our interests may with perfect confidence be entrusted to its vigilance. Before sitting down I would venture to remind you that the position of Chairman is no sinecure and that we are fortunate in the possession of one who is able and willing to place his services and wide experience so freely at our disposal, and I am quite sure it is the wish of every member that our deep sense of obligation to the Chairman, Committee and Secretary should be placed on record. (Applause). Gentlemen, I have much pleasure in seconding the adoption of the Report and Accounts as presented.

The motion was carried *nem con.*

Mr. HOUGH—I think we cannot do better than mark our appreciation of the able manner in which our interests have been guarded during the past year than by re-electing the committee as it stands. The committee consists of Hon. Mr. E. A. Hewett, C.M.G., Mr. G. H. Medhurst, Mr. F. H. Armstrong, Mr. J. W. C. Bonnar, Mr. G. T. Edkins, Mr. G. Friesland, Hon. Mr. C. H. Ross, Mr. H. A. Siebs, Mr. E. Shellim, and Mr. N. J. Stabb. They are gentlemen representing leading firms, men of ripe experience. If in order I propose that the committee be re-elected *en bloc*.

Mr. BOLLES seconded, and the motion was agreed to.

On the motion of the CHAIRMAN, seconded by Mr. MEDHURST, the following firms were elected members of the Chamber:—Messrs. Arculli Bros., Messrs. Carl Bodiker & Co., Messrs. Garner Quelch & Co., Messrs. The Nestle's & Anglo-Swiss Milk Co., London, Messrs. Moxon & Taylor, and Messrs. Thomas Cook & Sons.

The CHAIRMAN—Gentlemen, that concludes the business. I have to thank you on behalf of the Committee for the honour you have done us in re-electing us as a mark of appreciation for what we may have done during the year.

## REPORT

OF THE

## GENERAL COMMITTEE.



*Report of the General Committee of the HONGKONG GENERAL CHAMBER OF COMMERCE, for the Year ending 31st December 1911, presented to the Members at the Annual Meeting, held in the City Hall, on Thursday, the 29th February, 1912.*

Among the questions of interest dealt with by your Committee during the past year, were the following:—

DISPLAYING OF THE LOCAL STORM SIGNALS IN KOWLOON BAY.

The Chamber was approached by Masters of vessels complaining of the disadvantage which they suffer when in shelter in Junk Bay, Kowloon Bay, and behind Stonecutter's Island, from the lack of scientific information regarding storms.

In support, your Committee suggested to Government that the forts in the vicinity should be supplied with the necessary information so that they could furnish ships "speaking" them.

The Chamber's letter was sympathetically considered by the Authorities who have arranged to have day signals displayed on the Flag Staff near the Field Officer's quarters at Lyemun, and by the courtesy of the Standard Oil Co., on their mast at Lai-Chi-Kok. (Appendix W.)

BOARDING OF INCOMING STEAMERS BY CHINESE.

The Chamber, upon being approached by several of the principal Agents of the Colony, with reference to the dangerous practice by Chinese Boarding House runners of meeting, obstructing and boarding steamers carrying Coolie passengers outside the limits of the Harbour, presented the case to Government.

Your Committee held that the penalty for this illegal action was too light and no deterrent. Your Committee suggested special legislation to empower the Magistrate to inflict heavier punishment. After correspondence had passed a Sub-Committee was appointed to consider points raised by Government and their report was forwarded to the Colonial Secretary. (Appendix O.)

RED SIGNALS USED IN THE LOCAL SYSTEM OF STORM WARNINGS.

Government forwarded for the opinion of your Committee copies of minutes by the Director of Observatory, the Registrar General and the Harbour Master, relative to a suggestion by the latter that the "red symbols" by day and the "three green lights" by night were detrimental to Shipping and useless to the port. The Chamber supported Commander Beckwith and suggested that the information conveyed by these signals could be disseminated by a special Circular to the cost of which the public would subscribe, if desired by Government.

The Government have now decided to retain these signals pending the erection of a wireless station in the Pratas Islands. (Appendix A.)



## PUBLIC AND BANK HOLIDAYS.

Correspondence has passed between Government and the Chamber with a view to the more equitable distribution of holidays (Appendix B.)

## SMUGGLING OF SALT INTO CANTON.

At the request of the Hongkong, Canton and Macao Steamboat Co., Ltd., and the China Navigation Co., Ltd., your Committee approached Government with the object of obtaining Special Legislation for the prevention of Salt Smuggling into Canton. Government's view was that in the absence of treaty obligations, the matter was one which must be dealt with by the Authorities at the port of destination. (Appendix C.)

## EFFECT OF HOME STRIKES ON DELIVERY OF GOODS IN HONGKONG.

A suggestion emanated from Messrs. Bradley and Co., that a joint Circular be sent to the various Chinese Dealers by European Importing Houses, notifying them of the delay in delivery caused by Home strikes.

Your Committee considered that the matter could be better dealt with by individual representation. (Appendix D.)

## PROPOSED NEW GENERAL CUSTOMS TARIFF OF THE NETHERLANDS.

A transaction of the proposed new General Customs Tariff of the Netherlands was courteously forwarded by Government.

Your Committee had no comment to make thereon. (Appendix I)

## PROCLAMATION BY THE COMMONWEALTH OF AUSTRALIA UNDER THE QUARANTINE AND CUSTOMS ACT.

Mr. J. B. Sutor, Commercial Commissioner in the East for the Government of New South Wales, kindly forwarded for the information of the Chamber copies of two important Proclamations by the Commonwealth, relative to restrictions on the importation of potatoes into Australia and the prohibition of the importation of Goods packed in bags or sacks whose contents exceed two hundred pounds in weight, and which, in regard to unshipment, must necessarily be carried on the backs of the persons employed in handling the same. (Appendix J.)

## CONTINUOUS CERTIFICATE OF DISCHARGE TO CHINESE SEAMEN.

The views of the Chamber on new regulations made in relation to the engagement and discharge of Seamen were invited by Government.

Your Committee approved of the enactment as they understood the regulations were not intended to apply to Chinese Seamen on China Coast articles. (Appendix K.)

## CONVENTIONS RESPECTING "COLLISIONS" AND "SALVAGE AT SEA."

Your Committee, at the invitation of Government, considered two

International Maritime Conventions which had for their objects the unification of certain rules of law with respect to "Salvage and assistance at Sea" and to "Collisions." (Appendix L.)

## "MATE'S" RECEIPT.

Your Committee were asked by Messrs. Jardine Matheson and Co., Ltd., whether a Mate's Receipt could be considered a negotiable document, and replied that, in their opinion, it could not. (Appendix M.)

## IMPERIAL PREFERENTIAL TARIFF.

The United Planters' Association of Southern India courteously forwarded a copy of a Resolution passed at the Annual General Meeting of the Association, approving of the idea of a Preferential Tariff throughout the Empire. (Appendix N.)

## THE OPIUM QUESTION.

Correspondence was received relative to the wrongful restrictions placed upon the Opium trade in Foochow. Considerable correspondence with regard to the old difficulties in Canton passed between Messrs. David Sassoon and Co., Ltd., Messrs. E. D. Sassoon and Co., and the Colonial Secretary, and was forwarded to the Chamber for information. Correspondence also took place in connection with the prohibition of entry into China of Persian and Turkish Opium. (Appendix P.)

## CLAYTONNISING OF SHIPS AND TRANSFERENCE OF GOODS BY RAT-FREE LIGHTERS.

The views of the Chamber on the subject of requiring transference of Goods to be made by rat-free lighters to meet the requirement of the Philippines and Netherlands-India Governments were requested by Government. Your Committee replied that in their opinion the proposal was quite unworkable, as the lighters in use in the Colony were for the most part Chinese Cargo boats, which were constantly alongside jetties, river and coasting steamers, and other craft, receiving and discharging goods. (Appendix S.)

## LIGHT ON KAPSING ISLAND.

The Light on Kapsing Island, for which your Committee has long agitated, is now being erected by Government. (Appendix T.)

## ONE BOTTOM LAW.

A copy of an interesting despatch by H. B. M. Consul General at Manila to Sir E. Grey, on the subject of the working of the One Bottom Law in the Philippines, was courteously forwarded by Government for the information of the Chamber. (Appendix U.)

## JURY SERVICE.

Your Committee was approached by the Agent of the Compagnie des Messageries Maritimes with a view to obtaining the support of the Chamber in his request to the Chief Justice, that his Shipping Clerk be exempted from Jury Service on account of his duties.



The Chief Justice, in a letter to the Chairman of the Chamber suggested that the Chamber should petition Government in the interests of the commercial community, and seek to obtain an order in Council giving the Chief Justice authority to exempt on good cause shewn.

Your Committee considered it undesirable to make any change in the existing procedure. (Appendix V.)

#### LECTURES ON THE RESOURCES OF THE PHILIPPINES.

The Chamber was notified that a series of Lectures on the Resources of the Philippines would be given by Dr. Paul C. Freer, Director of the Bureau of Science, and his Staff at Manila, and delegates from your Chamber were kindly invited to attend. (Appendix Y.)

#### LOSSES SUSTAINED BY LOCAL FIRM THROUGH THE CHINESE REVOLUTION.

Messrs. A. S. Watson and Co., Ltd., having sustained losses at Hankow and Chingkong during the Revolution, forwarded a statement of their losses to the Colonial Secretary, and a copy thereof to the Chamber.

Your Committee suggested that the claim should be made through H. M's. Minister at Peking. (Appendix A1.)

#### QUESTION OF SUGGESTED RESEMBLANCE BETWEEN TWO TRADE MARKS.

The Chamber's assistance was invoked by the Registrar of Trade Marks in connection with a dispute as to a suggested resemblance between two trade marks.

A Sub-Committee was appointed to advise the Registrar and their report was eventually forwarded to him. (Appendix A2.)

#### NEW COMPANIES' ORDINANCE.

Representations were made to your Committee regarding the great necessity obtaining for the better control of Joint Stock Companies of wholly or practically wholly Chinese or Eurasian Membership.

Your Committee addressed the Government fully on the subject, and made several suggestions which are at the moment receiving attention. (Appendix A3.)

#### BOND FOR USE IN ARBITRATION.

The form of Bond adopted by your Committee for use in Arbitrations referred to the Chamber is included in this report.

It should be pointed out that the \$1,000. mentioned therein does not require to be deposited.—It becomes payable only upon a breach of the Bond. (Appendix A5.)

#### MEMBERSHIP.

During the year under review, The National Bank of China, Limited, and the Hongkong and China Shoe Factory, Limited, went into Liquidation, and Messrs. Dady Burjor and Co., went into bankruptcy. The firm of Messrs. E. S. Kadoorie and Co. was dissolved, and The Oriental Brewery Co., Ltd., resigned.

Messrs. Schuldt and Co's. business was taken over by Messrs. Carl Bodiker and Co., and the firm of Messrs. Robitsek and Reis was acquired by Messrs. Bume and Reif.

The Committee desire to place on record their great regret at the death of Sir Hormusjee Mody, whose Membership of the Chamber dated back to the year 1893.

Mr. Ferd. Bornemann has been placed on the list of firms, whilst Messrs. Vernon and Smyth has been placed on the list of individual Members, in the name of Mr. Frank Smyth.

During the year, and since the 1st January, 1912, the following firms were elected Members, and their election requires the usual confirmation at the Annual Meeting.

Messrs. Arculli Bros.

Messrs. Carl Bodiker and Co.

Messrs. The Nestle's Anglo Swiss Milk Co., London.

Messrs. Moxon and Taylor.

Messrs. Thomas Cook and Sons.

Messrs. Garner Quelch and Co.

The number of Members on the roll stands to-day at 145, consisting of 126 firms, and 19 individual Members.

#### COMMITTEE.

During the year Messrs. Henry Keswick and W. Logan, resigned, their vacancies being filled by Hon. Mr. C. H. Ross, and Mr. E. Shellim. Early in the spring, Mr. J. W. C. Bonnar left the Colony on home leave, his place being taken by Mr. C. G. Mackie. Mr. Bonnar has rejoined the Committee since his return to the Colony.

The Hon. Mr. E. A. Hewett, C.M.G., Messrs. G. H. Medhurst, F. H. Armstrong, G. Friesland, H. W. Robertson, H. A. Siebs, and N. J. Stabb, served throughout the year.

#### FINANCES.

Your Committee are pleased to be able to report that, notwithstanding increased Expenditure in Rent and Cost of Printing Annual Report, the Accounts show a Surplus of \$519.01.



Income and Expenditure Account for the Year ended 31st December, 1911.

CR.

EXPENDITURE.	\$	\$	INCOME.	\$	\$
Office and Telephone .....	1,565.67		By Members' Subscriptions:—		
Secretary's Salary .....	3,000.00		127 Firms at \$50.00 .....	6,350.00	
Secretary's Salary .....	1,200.00		19 Individuals at \$20.00 .....	420.00	
Agents' Wages .....	291.00				6,770.00
Post Fees .....	50.00		" Market Report Sales .....		852.33
		6,106.67	" Survey Fees Collected .....		2,859.00
Market Report—Cost of Publication .....		689.66	" Annual Report Book Sales .....		1.50
Annual Report 1910—Cost over Estimate .....	110.00		" Interest:—		
Annual Report 1911—Agreed Cost .....	640.00		Hongkong Hotel Debentures .....	480.00	
		750.00	Hongkong Club Debentures .....	480.00	
Paid to Surveyors .....		2,369.00	Hongkong and Shanghai Bank—Current	61.99	
Books and Newspapers .....		180.71	Account .....		1,021.99
Printing, Advertising and Stationery .....		302.95	" Miscellaneous Receipts .....		77.72
Travelling and Petty Expenses .....		360.01			
Stationery .....		81.60			
Repairs .....		71.00			
Depreciation of Furniture:—2% on \$675.72 .....		135.14			
Debts Written off:—					
Market Report .....	10.79				
Annual Report Book Sales .....	6.00				
		16.79			
		11,063.53			
BALANCE—SURPLUS OF INCOME OVER EXPEN-		519.01			
DITURE TRANSFERRED TO BALANCE SHEET ...					
		\$11,582.54			\$11,582.54

Balance Sheet at 31st December, 1911.

LIABILITIES.	\$	\$	ASSETS.	\$	\$
CREDITORS .....		1,248.47	PINNACLE ROCK FUND:—		
PINNACLE ROCK FUND:—			7 Hongkong Hotel Debentures .....	3,500.00	
At 31st December, 1910 .....	6,107.77		Hongkong and Shanghai Bank—Fixed Deposit		
Interest on 7 Hongkong Hotel 6% Debentures .....	210.00		at 4½% p.a. .....	2,500.00	
Interest on Hongkong and Shanghai Bank Current Account .....	1.22		Hongkong and Shanghai Bank—Current Account		
Interest on Fixed Deposit of \$1,800 at 4½% p.a. .....	81.00		at 2% p.a. .....	424.47	
Interest on Fixed Deposit of \$700 at 4½% p.a. 4th February to 31st December, 1911 .....	24.48				6,424.47
		6,424.47	GENERAL FUNDS:—		
HONGKONG AND SHANGHAI BANK:—			16 Hongkong Club Debentures at 6% .....	8,000.00	
Amount overdrawn on Current Account .....		494.78	16 Hongkong Hotel Debentures at 6% .....	8,000.00	
CURRENT ACCOUNT:—					16,000.00
At 31st December, 1910 .....	15,366.95		FURNITURES, FITTINGS, ETC:—		
Surplus of Income over Expenditure—As per Statement .....	519.01		At 31st December, 1910 .....	657.72	
		15,885.96	Additions during the year .....	18.00	
				675.72	
			LESS Depreciation at 20% p.a. ....	135.14	
					540.58
			SUNDRY DEBTORS:—		1,088.63
		24,053.68			
					24,053.68









RED SIGNALS USED IN THE LOCAL SYSTEM OF  
STORM WARNINGS.

Colonial Secretary's Office, Hongkong,

15th November, 1911.

Sir,—I am directed to forward for the consideration of your Committee copy of minutes by the Director of Observatory dated the 21st September, 1910 and the 6th ultimo, by the Registrar General dated the 21st ultimo, and by the Harbour Master dated the 25th ultimo.

2. Commander Beckwith has expressed the opinion that the local "red symbols" by day and the "green lights" by night as a typhoon warning are detrimental to shipping, and useless to this port. On the other hand Mr. Figg thinks it would be unwise at present to dispense with the red signals, while the Chinese, whom the Registrar General consulted, were unwilling to take upon themselves the responsibility of making any recommendation. In these circumstances His Excellency the Governor will be glad to learn, whether, in the opinion of your Committee, it is desirable to make any change in the storm-warnings now in use.—I am, Sir, your obedient servant,

A. W. BREWIN, Colonial Secretary.

The Secretary,

Hongkong General Chamber of Commerce.

The Colonial Secretary,—The present system of signals was adopted on the report of a committee appointed by the Government in February, 1907. This report was submitted to the Chamber of Commerce who approved it (In 10119/06).

The matter is one of some difficulty and, in my opinion, requires very careful consideration before the course suggested by "Taxpayer" is adopted. I attach some correspondence which passed between the Hon. Mr. Osborne, Secretary of the Hongkong and Kowloon Godown Co., and myself in 1907. This shows that the interest of those concerned are not identical.

My own views are given in a minute dated 21/9/10 paragraphs 1 and 2 (in 10119/06) and at the present time I see no reason to change the opinion expressed therein.

It may be of interest to give dates and times when red signals have been hoisted this year. They are as follows:—

Sunday, July 2, 6.0p—Monday, July 3rd., 5.10 a.	=	11hrs.	10m.
Saturday, July 15, 9.10a—6.30p.	=	9 "	20 "
Tuesday, Aug. 1, 6.30p—Wednesday, Aug. 2, 5.0p	=	22 "	30 "
Saturday, Aug. 26, 6.0p—Sunday, Aug. 27, 8.45a	=	14 "	45 "

APPENDIX



Sunday, Sept. 17, 11.55a-9.40p = 9 ,, 45,,  
 Thursday, Sept. 28, 10.0a-4.0p = 6 ,, 00,,

The total time during which red signals have been hoisted is thus 73½ hours, of which only 40½ hours were daylight or working hours, or if Sundays be excluded, 29 hours.

Sd. F. G. FIGG, Director of Observatory, 6/10/11.

Hon. Colonial Secretary,—With reference to the discussion before His Excellency on the 19th instant, I am of an opinion that at present, it would be unwise to dispense with the Red Signals, more particularly in view of the typhoons which reach the China Sea via the Bashee and Balintang Channels. Such disturbances are usually dangerous to the south coast of China, and occasionally they move at the high speed of 15 miles per hour, and increase greatly in depth during their progress. Provision must be made for such cases. Using the 300 miles limit (Black signal) and the above rate of progression the centre of a disturbance, if moving directly towards the Colony, would arrive in 20 hours, and I am credibly informed that it takes 12 hours to get lighters, etc., into shelter. In this connection the chance of a signal being first hoisted at nightfall must also be taken into account, as I take it darkness adds considerably to the difficulty of sheltering.

When wireless apparatus is installed at Pratas we shall know more about the position, intensity, speed, etc., of such disturbances, and the question of dispensing with the red signals might then be discussed. The government may also be able to induce the Chinese authorities to install wireless at Chelang Point or connect it with their telegraph system. Observations from thence would be particularly valuable when used in conjunction with those made here and at Pratas.

I have heard that the Chinese authorities have a scheme for installing a wireless apparatus at Yu ling-kang, south-west of Hainan, which I believe is a Custom examination station for native craft reaching Chinese territory from the southward and westward. If observations could be obtained from thence by this means and the Hoihow observations be promptly forwarded, the periods of time which it would be necessary to keep typhoon signals hoisted in Hongkong would be much reduced.

2. Messages sent out in the evening giving later information with regard to typhoons (such a message was sent out on the evening of 31st August last), than that contained in the C.C. Meteor. Register, are telegraphed to the Harbour Office where copies of the message are made and posted at the various notice boards. I suggest that when signals are hoisted in the Colony and additional information can be sent out in the evening, copies of the message should be sent also to the following places: Hongkong hotel, Hongkong Club, lower Tram terminus (2 copies) of which one should be forwarded to the Upper Terminus by the Tramway authorities.

Messages considered "Urgent" are already sent to the Police for distribution and such messages, I understand, reach residents at the Peak.

Sd. F. G. FIGG, Director of Observatory, 21/9/10.

Hon. Colonial Secretary,—I was directed to ascertain the views of the Chinese more immediately interested in the question whether the red typhoon signals should be hoisted or not. I thought it was no use consulting the cargo-boat people; it is apparent that they attach their own value to these signals. Sometimes if the local weather indications are not threatening, they take no immediate notice of them; at other times they seek refuge at once. All they ask for is ample warning, and that is all they could have told me. I took the opportunity of last District Watchmen Committee meeting, to invite the opinion of members, among whom are comprised three or four immediately and largely interested in shipping. There was some debate, but the unanimous opinion was that members could not take upon themselves the responsibility of making any recommendation on such a technical subject, especially where human life was involved; they understood that the signals were not hoisted unless the observatory thought Hongkong might be affected, and that being so they thought the propriety of hoisting the signals or not should be left to the Director of the Observatory. One member pointed out that the signals were repeated in Canton (I do not know if this is so) and that the river steamers leaving Canton for Hongkong ought to have as early notice as possible of any local disturbance.

A. W. BREWIN, Registrar General.

October 21, 1911.

Hon. Colonial Secretary,—Although I quite recognise the Director of Observatory's long experience, some 29 years of typhoons, my 5 years in Hongkong has been in close touch with shipping and this gives me the courage of my opinion.

The highest rate of progression of the centre of a typhoon towards the Colony is given as 15 miles per hour, so that after a Black Signal has been hoisted there would be approximately 20 hours before the arrival of the centre; and generally speaking some 16 hours before the roughness of the sea and force of wind would be such as to interfere with native craft, lighters, etc., being towed into the various shelters.

I agree with Director of Observatory that 12 hours would be required for a large firm like the Hongkong and Kowloon Wharf and Godown Co., to get all their various plant into shelter. But I understand that as things are to-day, this Company do not depend on the Red Signals, being themselves in direct communication with Manila, and act on this in conjunction with the advice given by Mr. Unsworth, Master Mariner, Chief Berthing Master, who is their technical expert and has had a long experience of Hongkong and its typhoon.



I quite recognise the value of the information to ships leaving that a storm is situated in the Bashee or Balingtang Channels, but I submit that this information could be given from this Office to all Masters clearing without hoisting a Red Signal, which only alarms the native craft, and generally delays the work of the Port, although the weather is then fine and the sea smooth.

I may state that my views on this matter are shared by a number of practical men who have long experience in this Harbour.

C. W. BECKWITH, Harbour Master.  
October 25, 1911.

Hongkong General Chamber of Commerce,  
Hongkong, 7th December, 1911,

Sir,—I am in receipt of your letter of 15th November, 1911, (No. 10119/06) enclosing copy of minutes by the Director of the Observatory, the Registrar General and the Harbour Master on the question of the advisability, or otherwise, of dispensing with the local "red symbols" by day and "three green lights" by night, used in the local system of storm warnings.

My Committee have carefully considered the matter, and are of opinion that the signals above referred to may be dispensed with if the information at present conveyed by them be disseminated by a special circular, to the cost of which the public would subscribe if the Government so desire. Special arrangements could no doubt be made for notifying an approaching typhoon, should this information be received on a Sunday or public holiday.

By this means the work of the Harbour will not be unnecessarily interfered with, and those to whom the earlier information of the approach of a typhoon is really valuable, could obtain the circular in question.

I am directed to ask you to be so good as to convey to His Excellency the Governor, an expression of their thanks for referring this matter to the Chamber.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary

Colonial Secretary's Office,  
Hongkong, 20th January, 1912.

Sir,—Referring to previous correspondence ending with your letter of 7th December, I am directed to inform you that His Excellency the Governor-in-Council has decided that pending erection of a wireless station on the Pratas Islands the red typhoon signals should be continued.—I am, etc.,

C. CLEMENTI, Colonial Secretary.

PUBLIC AND BANK HOLIDAYS.

Colonial Secretary's Office,  
Hongkong, 13th October, 1911.

Sir,—I am directed to inform you that public and bank holidays during 1912 will, under the law now in force, and in accordance with the precedents of former years, be as follows:—

1st January, Monday, (New Year's Day).	
18th February, Sunday (Chinese New Year's Day).	
19th February, Monday (Chinese New Year's Day).	
5th April, Friday (Good Friday)	Easter
6th " Saturday	"
7th " Sunday (Easter Sunday).	"
8th " Monday	"
24th May, Friday (Victoria Day)	
27th " Monday (Whitmonday).	
3rd June, Monday (King's Birthday)	
5th August, Monday (1st Monday in August).	
25th December, Wednesday (Christmas).	
26th " Thursday (Boxing Day).	

Therefore, excluding Sundays and counting Saturdays as half a day, it will be seen that there is one holiday in January, one in February, two and a half in April, two in May, one in June, one in August and two in December. In other words during the six months from December to May both inclusive there are nine and a half holidays, while during the remaining six months of the year there are only two holidays.

2. The limiting dates for the moveable holidays on the list are as follows: Chinese New Year, 21st January to 19th February, Easter Sunday, 18th of March to 25th April, and Whit Monday, 11th May to 14th of June; it will be seen therefore that the above irregularity in the incidence of holidays during each period of twelve months must remain constant.

3. His Excellency the Governor believes that it will be generally recognised that this uneven distribution of holidays in each year is unsatisfactory, and would be glad to learn whether such is also the opinion of your Chamber, and, if so, whether you have any proposal to make for the better distribution of holidays throughout the calendar year.

4. It has been suggested that a holiday should be celebrated on Trafalgar Day, October 19th, in lieu of that on Whitmonday.—I am, &c.,

WARREN BARNES, Colonial Secretary.

The Secretary,  
The Hongkong General Chamber of Commerce.



St. George's Building, Hongkong,

7th December, 1911.

Sir,—I am in receipt of your letter of 13th ultimo. No. 5509/11 asking whether my Committee have any proposal to make for the better distribution of holidays throughout the Calendar year.

My Committee have given this matter their careful consideration, and desire to remark, in reference to the suggestion of the Government that a holiday should be celebrated on Trafalgar Day in lieu of that on Whitmonday, that there is a strongly expressed opinion from some quarters against dropping so old established and typically English a holiday as Whitmonday, with which view my Committee are in agreement.

The Committee, however, believe that an extra holiday might with advantage be instituted in October, and suggest the 2nd Monday in this month rather than Trafalgar Day

The Committee further beg to suggest that the 9th November be substituted for the 24th May, thus combining the commemoration of the birthdays of our late Queen and King. With regard to this proposal, however, my Committee think it would be preferable if, instead of fixing the 9th November as the recognised holiday, the Monday nearest to this date be fixed.

I am directed by my Committee to ask you to be so good as to convey to His Excellency the Governor their appreciation of the opportunity afforded them of offering suggestions on this matter.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 13th January, 1912.

Sir,—In continuation of previous correspondence numbered 5,509/11, I am directed to forward for the consideration of your Chamber draft of a Bill entitled: An Ordinance to make provision for the due observance of General Public and Bank Holidays and to amend and consolidate the law relating to the same.

2. I am to enquire with reference to Section 3 (3) whether your Chamber considers there should be two holidays at Chinese New Year or only one, and whether, in the event of the Chinese New Year being hereafter made to coincide with the solar new year, i.e., the 1st January, there should be any additional holiday in lieu of those which will thus be lost.

3. With reference to Section 7, I am to communicate the following minute of His Excellency the Governor:—

The question rather is: "In whom should the power to alter or substitute a Public Holiday for one of those in Section 3 be vested?" I should say that it should be vested as proposed in the Governor, who would never dream of exercising the power without previously consulting the Community, but others may think differently, in which case it should be by resolution of the Legislative Council, but this might be difficult when Council is not sitting, and is in any case cumbrous.

I am, etc.,

C. CLEMENTI, Colonial Secretary.

The Secretary, Hongkong Chamber of Commerce.

A BILL  
entitled

An Ordinance to make provision for the due observance of General, Public and Bank Holidays and to amend and consolidate the law relating to the same.

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

Short title

1. This Ordinance may be cited as the Holidays Ordinance, 1912.

Definitions

2. In this Ordinance:—

"Public Holiday" means a day which (subject to the provisions of section 5) shall be kept as a holiday by all educational establishments, public offices and Government departments.

"General Holiday" means a day which (subject to the provisions of section 5) shall be a 'dies non' and which shall be kept as a holiday by all banks, educational establishments, public offices and Government departments.

General.  
Holidays.

3. The following days shall be general holidays:—

- (1.) Every Sunday.
- (2.) The 1st day of January, or if that day should be a Sunday, then the following day.
- (3.) Chinese New Year's Day, or if that day should be a Sunday, then the following day.



## B

- (4.) Good Friday.
- (5.) Easter Monday.
- (6.) Whit Monday.
- (7.) The first Monday in August.
- (8.) The second Monday in October.
- (9.) The Monday which falls on or nearest to the 9th day of November.
- (10.) Christmas Day.
- (11.) The 26th of December, or if that day should be a Sunday then the following day.
- (12.) The Birthday of His Majesty the King unless it shall be ordered by the Governor, by an Order published in the "Gazette," that His Majesty's Birthday is to be kept on some other day, and then, such other day.

Public Holidays.

4. The following day shall be a public holiday:—  
Empire Day, that is to say, the 24th day of May or if that day should be a Sunday then the following day.

Power to make regulations restricting the observance of General and Public Holidays by public offices and Government Departments.

5. The Governor may make regulations excluding in whole or in part from the operation of sections 3 and 4 any public office or Government department.

Acts relating to negotiable instruments not compellable to be done on a general holiday.

6. Subject to the provisions of section 14 of the Bills of Exchange Ordinance, 1885, as amended by this Ordinance it shall not be necessary for any person to make any payment or to do any other act, including noting or protesting, relating to any negotiable instrument on a general holiday, but all obligation to make such payment or to do any such other act shall apply to the next following day not being itself a general holiday.

Power of the Governor to appoint holidays.

7. It shall be lawful for the Governor by notification in the "Gazette" to appoint any day to be observed as a general or as a public holiday in addition to or in substitution for any day mentioned in section 3 or in section 4 and thereupon the provisions of this Ordinance shall apply to such added or substituted day and shall cease to apply to any day for which another has been so substituted.

Repeals and Amendments.

8. (1.) The Public Holidays Ordinance, 1875, (as amended by the Executive Council Relief of Duties

HONGKONG GENERAL CHAMBER  
OF COMMERCE,

HONGKONG, 8th August, 1912.

DEAR SIR,

I beg to hand you herewith, for your acceptance, a copy of the Report recording the chief proceedings of this Chamber during the year 1911.

Kindly acknowledge receipt.

I am, dear Sir,

Yours faithfully,

E. A. M. WILLIAMS,  
*Secretary.*

Definition.

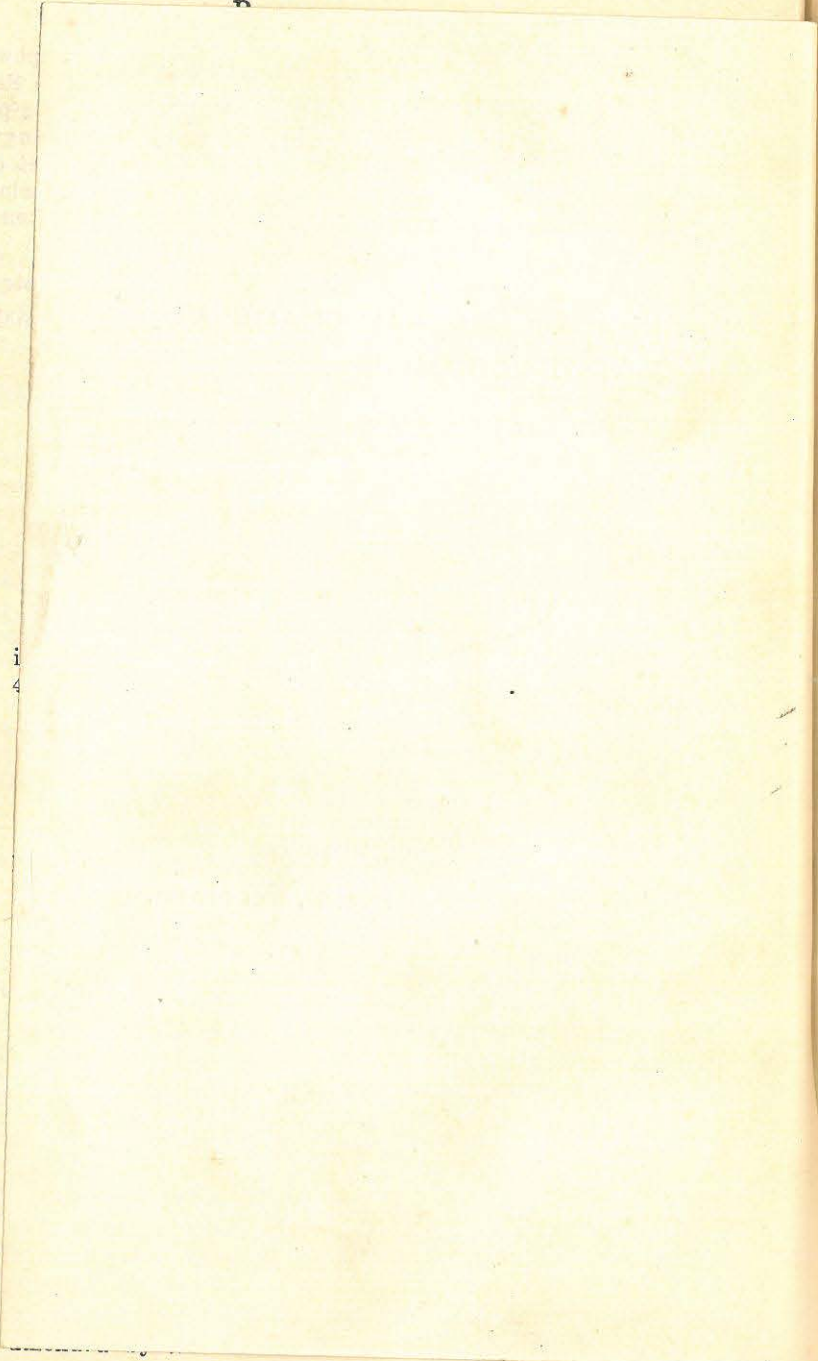


Public Holidays.

Power to make regulations restricting the observance of General and Public Holidays by public offices and Government Departments.  
Acts relating to negotiable instruments not compellable to be done on a general holiday.

Power of the Governor to appoint holidays.

Repeals and Amendments.



Ordinance, 1910), and the Victoria Day Ordinance, 1903, are hereby repealed.

(2) The Bills of Exchange Ordinance, 1885, is hereby amended as follows:—

- (a.) in section 2 thereof by the insertion after the definition of "Delivery" of the words " 'General Holiday' has the same meaning as in the Holidays Ordinance, 1912."
- (b.) in sub-section (2) of section 13 thereof by the addition after the word " Sunday " of the words " or any other general holiday."
- (c.) by the deletion of the provisoes (a) and (b) to section 14 thereof and by the substitution therefor of the words:—

" Provided that when the last day of grace is a general holiday other than Sunday, Christmas Day or Good Friday, or when the last day of grace and also the second day of grace are general holidays the bill is due and payable on the succeeding business day and provided also that when the last day of grace falls on a Sunday, Christmas Day or Good Friday which is not immediately preceded by another General Holiday the bill is due and payable on the preceding business day.

- (d.) in sub-section (4) of section 51 by the insertion after the word " Ordinance " of the words " and of the Holidays Ordinance, 1912.' "
- (e.) in sub-section (2) of section 92 thereof by the deletion of the words " Sundays and public holidays and bank holidays within the meaning of these terms as used in the Holidays Ordinance, 1875," and by the substitution thereof of the words " general holidays."

(3) The Supreme Court (Vacations) Ordinance, 1898, is hereby amended as follows:—

Definition.

- (a.) by the repeal of section 2 thereof and by the substitution thereof of the following section:—

" 2. In this Ordinance:—



## B

'Public Holiday' and 'General Holiday' have the meanings respectively assigned to such expressions by the Holidays Ordinance, 1912."

(b.) in section 5 and also in section 10 thereof by the insertion in each case of the words "General Holidays" and after the words "except on."

## Objects and Reasons.

Under Ordinance No. 2 of 1875 all public holidays are bank holidays and there are also certain days which are bank holidays only. It is sometimes desirable to have a holiday for public and educational institutions which is nevertheless not a bank holiday, and again it is sometimes desirable to have a holiday for educational establishments which is not a holiday for banks or public institutions. Moreover, section 7 of Ordinance No. 2 of 1875 appears in some measure to conflict with section 14 (1) (a) of Ordinance No. 3 of 1885. It has recently been decided with the approval of the Chamber of Commerce, which consulted the Banks, no longer to treat Victoria Day or Empire Day as it will in future be called, as a Bank Holiday and to have instead two new holidays on Mondays in October and November respectively. This arrangement distributes the bank holidays more evenly throughout the year and provides for the due recognition of the Birthday (November the 9th) of his late Majesty King Edward VII. At the same time Empire Day will be preserved as a holiday for public and educational institutions. Clause 2 of the Bill gives a definition of Public Holidays which excludes, and a definition of General Holidays which includes, Bank Holidays. Clauses 3 and 4 set out these holidays and Clause 7 which is based on section 8 of Ordinance No. 2 of 1875 enables the Governor to alter them by notification in the "Gazette." Clause 5 which is based on section 3 of the last mentioned Ordinance enables the Governor by Regulations to exclude public offices or Government departments from enjoying all or any such holidays. Clause 6 is based on sections 5, 6 and 7 of the said Ordinance and avoids the apparent conflict with section 14 of

## B

the Bills of Exchange Ordinance. Clause 8 effects the necessary repeals and modifications in other Ordinances.

C. G. ALABASTER.  
Attorney General.

Hongkong General Chamber of Commerce,  
22nd January, 1912.

Sir,—Your letter of the 13th inst. (No. 5,509/1910) on the subject of Public and Bank Holidays has been laid before my Committee, and I am now directed to make the following observations thereon.

With reference to Paragraph 2, my Committee consider that there should be two holidays at Chinese New Year.

In the event of the Chinese adopting the Gregorian Calendar, the first two working days in January should, they think, be holidays.

With regard, however, to the opinion expressed in the preceding paragraph, my Committee consider that, before legislating for the additional holiday, it would be advisable to wait until a definite decision is arrived at by the Chinese with regard to discontinuing to observe Chinese New Year.

With regard to Paragraph 3, containing a minute by H.E. the Governor, the Committee respectfully suggest that, as a matter of principle, the power to alter or substitute a holiday should be vested in the Governor in Council.

It is within the recollection of the Committee that a Public Holiday was declared by a former Governor of the Colony without reference to the Executive Council, and that this created a certain amount of dissatisfaction among the commercial community, as the holiday was found to be unsuitable commercially.

Turning to the Draft Bill:—

Section 3 (10), Christmas Day.—

My Committee suggest that the wording should be: "Christmas Day, or if that day should be a Sunday, then the following day," thus providing against the loss of a holiday, i.e., in the event of this holiday falling on a Sunday, Monday would be observed in substitution and Tuesday in place of Boxing Day.

I am directed by my Committee to ask you to be good enough to convey to H.E. the Governor an expression of their thanks for the opportunity afforded them of commenting on this subject,—I am, etc.,

E. A. M. WILLIAMS, Secretary.  
The Honourable, The Colonial Secretary.



## SMUGGLING OF SALT INTO CANTON.

4th October, 1911.

Dear Sir,—We beg to draw your Committee's attention, with a view to their addressing the Government on the subject, to the hardships and difficulties which surround our trade as the owners of steamers running between this port and Canton, owing to the attitude, not unnaturally perhaps, assumed by the Imperial Maritime Customs regarding the smuggling of salt by our vessels to Canton.

For your information we would state all river steamers trading between these two points are granted what are known as Special River Privileges, entitling steamers to enter and clear from the port of Canton between certain hours.

Owing to the prohibitive price levied by the Government Salt Monopolists of the neighbouring Province on salt for some years past, the question of smuggling by Chinese of this article into Canton by means of our steamers has assumed serious proportions. In spite of every precaution taken by us and the preventive staff of the Imperial Maritime Custom, smuggling is ever increasing. Towards the end of the year 1888 we, with the object of endeavouring to put a check to the smuggling of salt or opium, instituted and paid for a preventive staff of our own, consisting of some seven men, under a foreign supervisor. This expensive staff boards and searches all our steamers, and takes all such measures as suggest themselves to prevent or detect smuggling. During each voyage of our vessels to Canton, a thorough search for contraband is instituted by the ship's officers, and any unmanifested or contraband goods seized are handed over to the Imperial Maritime Customs. From time to time when smuggled salt or other dutiable goods or contraband have been discovered by the Customs at Canton the withdrawal of the Special River Privileges to the Companies has been threatened. Besides the withdrawal of these privileges the Companies are exposed to all the penalties in force in the port of Canton if smuggled goods are found on our vessels. As you may be aware, these penalties are drastic involving prohibition to trade in Chinese ports, heavy fines, and even confiscation of vessels.

As the law of the Colony stands at present, if smuggled salt is found on board our vessels at Hongkong, and the offence traced, the Companies cannot prosecute the offenders for the reason that there is no regulation for the prevention of such smuggling, or law for punishment of the offence. We are aware that the bulk of the salt smuggled is carried out by Chinese passengers, members of organised bands of smugglers, assisted by boat people and members of our steamers' crews who place the article on board from native boats as the steamers leave the Companies' wharf at Hongkong. The attention of the police has been repeatedly called to the matter, but no action has been taken by them, nor has any assistance ever been received from them to stop a

traffic that is working against our interests, presumably because they are not empowered to take action.

We shall be glad if you will assist us by addressing the Government with a view of causing such amendments to be made in the Hongkong law as may be thought necessary and effectual, and granting us that protection in our business which we submit we are justified in asking for,—We are, &c.,

W. E. CLARKE.

Secretary, Hongkong, Canton and Macao Steamboat Co., Ltd.  
BUTTERFIELD & SWIRE,

Agents, China Navigation Co., Ltd.

The Secretary, Hongkong General Chamber of Commerce,

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Hongkong, 14th December, 1911.

Dear Sir,—Referring to your letter of 4th October, 1911, and your subsequent request, for our opinion as to the measures which it would be necessary to take in order to effectively protect us, and for which we feel justified in asking, the following are the steps which the Hongkong Government might be requested to take:—

- (a) To empower the Police to arrest salt smugglers, and—
- (b) To legislate for punishment of the latter when convicted.—

We are, &amp;c.,

W. E. CLARKE,

Secretary, Hongkong, Canton and Macao S.B. Co., Ltd.  
BUTTERFIELD AND SWIRE,

Agents, China Navigation Co., Ltd

The Secretary, Hongkong General Chamber of Commerce.

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Hongkong General Chamber of Commerce,

Hongkong, 22nd January, 1912.

Sir,—I have the honour to enclose copies of two letters which have been received by this Chamber from Messrs. Butterfield and Swire, Agents, China Navigation Co., Ltd., and Capt. W. E. Clarke, Sec., Hongkong, Canton and Macao Steamboat Co., Ltd., on the subject of the smuggling of Salt into Canton by vessels trading from this port.

These two letters will place you in full possession of the facts, and my Committee therefore content themselves with expressing their entire sympathy with owners of such vessels who experience considerable hardship and difficulty in plying their trade with Canton, from the absence of a law empowering the arrest and conviction of persons caught in the nefarious trade of Salt smuggling.

My Committee commend this subject to the earnest consideration of H.E. the Governor, and trust that he will see his way to introduce a Bill in the Legislative Council with the view to removing effectually



the ground of complaint and affording the necessary protection to owners of vessels plying to Canton.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

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Colonial Secretary's Office, Hongkong.  
1st February, 1912.

Sir,—Your letter of 22nd January on the subject of the smuggling of salt into Canton by vessels trading from this port has been laid before the Governor, and I am directed to inform you that His Excellency is not aware of any instance in which one country makes it an offence to break the law of another country by committing an act which is no offence in the country in which it is committed. When a country desires another to assist it in enforcing the law, the matter is made the subject of a treaty, and reciprocity in some form is demanded unless such a request is granted from motives of morality, as in the case of Opium Agreement between Hongkong and China. But in the case of salt there is no ground for action.

His Excellency, therefore, fails to see why a new offence involving additional calls on the Police should be created in this Colony in order to enforce a Chinese law of prohibition which is inoperative here. The matter is clearly one which must be dealt with by the authorities at the port of destination.—I am, etc.

C. CLEMENTI, Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

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Hongkong General Chamber of Commerce,  
7th February, 1912.

Dear Sirs,—With reference to the two joint letters addressed to this Chamber by yourselves and Capt. W. E. Clarke, Secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., dated respectively 4th October and 14th December, 1911, I beg to enclose for your information a copy of this Chamber's communication to the Government, supporting your complaint, and a copy of the Colonial Secretary's reply thereto dated 1st February, 1912.

My Committee will be glad to have any comments you may desire to offer on the Government's reply.—I am, etc.,

E. A. M. WILLIAMS, Secretary

Messrs. Butterfield and Swire, Agents,  
China Navigation Co., Ltd.

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(A similar letter was forwarded to Capt. W. E. Clarke, Secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd.

EFFECT OF HOME STRIKES ON DELIVERY OF GOODS  
IN HONGKONG.

Hongkong, 8th September, 1911.

Dear Sir,—We beg to inquire if we are right in assuming that as the outcome of Strikes at Home, your various Members have received advices that shipment of goods has been thereby delayed. If so we beg to suggest that it will be to the interest of your Members if a joint circular be sent to the various Chinese Dealers by the European Importing Houses. This, we think, will have more effect than individual representations, regarding the causes of goods arriving late,  
Awaiting the favour of your advices,—We are, &c.,

BRADLEY AND CO.

The Secretary, The Hongkong General Chamber of Commerce.

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Hongkong General Chamber of Commerce,  
Hongkong, 7th October, 1911.

Dear Sirs,—I am in receipt of your letter of 7th September, 1911, on the subject of the delay to shipments consequent upon the recent strikes at Home, and suggesting that concerted action should be taken by the European Importing Houses to inform Chinese dealers of the causes of such delay.

My Committee have carefully considered your letter, and have come to the conclusion that the matter is one which can better be dealt with by individual representations by firms to their Chinese dealers than by a joint circular from importers,—Yours, &c.,

E. A. M. WILLIAMS, Secretary.

Messrs Bradley and Company—Present.

PRODUCTS OF HONGKONG EXHIBITED AT THE  
IMPERIAL INSTITUTE.

Colonial Secretary's Office, Hongkong, 18th March, 1911.

Sir,—I am directed to forward for your information copies of a memorandum on Products from Hongkong exhibited at the Imperial Institute, which may prove of interest to your Committee,—I am &c.,

EDW. BULLOCK, p.p. Colonial Secretary.

The Secretary, The Chamber of Commerce.



Memorandum on products from Hongkong exhibited at the Imperial Institute which are, or appear likely to be, of commercial value in the United Kingdom.

The products referred to in the following memorandum were forwarded to the Imperial Institute for exhibition in the Hongkong Court by the Registrar General in the Colony, and by the Superintendent of the Botanical and Forestry Department.

**LEATHER:** It is stated in the notes accompanying the above letters that there is a large export of cow and buffalo hides from Kwangsi province, and that there are seven or eight Chinese tanneries in Hongkong producing inferior leather by the use of Japanese gall nuts. Sample No. 69 presumably represents this leather. A market for the raw hides, and quite probably for the leather, could be found in the United Kingdom, where there is a large demand for hides and for cheap leather. A large quantity of hides is of course already imported to the United Kingdom from China, but apparently not via Hongkong.

The statements referred to above seem to indicate that there is lack of good tanning materials in Hongkong. If this is the case, and if there is a steady supply of hides, it might be worth while for the local Botanical and Forestry Department to consider the question of forming plantations of tannin-yielding plants such as divi-divi, gambier (*Uncaria Gambier*) or wattle. The last mentioned tree would yield both timber for fuel and tanning-bark. Information regarding the cultivation of wattle is given in the "Bulletin of the Imperial Institute," Vol. VI (1908), page 157. Divi-divi is dealt with in the same publication, Vol. II (1904), page 276. *Algarobilla* (*Caesalpinia brevifolia*), seeds of which can be supplied from the Imperial Institute, would also be worth trying in Hongkong. Wattle and divi-divi seeds can be obtained from seedsmen such as Messrs J. P. William and Brother, Heneratogoda, Ceylon, and gambier seeds doubtless from the Singapore Botanic Gardens. If large samples of Nos. 66 "Buffalo leather tanned in Kwangsi" and 69 "Ox leather tanned in Hongkong" can be forwarded to the Imperial Institute, they will be submitted to experts for valuation, and reports furnished as to their commercial utility.

**TOBACCO:** With reference to sample No. 159 "selected leaves of the best Hokshan tobacco," considerable quantities of this tobacco are already imported to the United Kingdom from Hongkong, according to the United Kingdom Trade Returns but much larger quantities are received direct from Chinese ports so that there would perhaps be some possibility of further development of this trade via Hongkong. There is said to be a large and increasing market for this kind of tobacco in the United Kingdom.

**GINGER:** With reference to the specimens of dry ginger Nos. 193 and 193A, no supplies of this product seem to be imported into the

United Kingdom from Hongkong, though there is a large import of preserved ginger from that Colony. If it seems likely that dry ginger could be shipped in quantity, a sample of about 14lbs. should be sent to the Imperial Institute for valuation. The present material exhibits certain peculiarities, and information should be furnished as to whether it is actually the rhizome of "*Zingiber officinale*." This point is of importance in the case of dry ginger.

**RATTANS, ETC:** Rattan pith similar to sample No. 194, is probably already largely imported to the United Kingdom via Hongkong, but this cannot be definitely ascertained as the imports are not shown separately in the United Kingdom Trade Returns. The names of exporters of this material in Hongkong should be supplied to the Imperial Institute for the information of inquirers.

**IRON ORE:** It is stated that iron ore of good quality has been found in large quantities in Kwangtung, and recently in the Colony of Hongkong. A sample of about 14lbs. of this ore should be obtained and forwarded to the Imperial Institute for examination and exhibition, together with any available information as to the extent and position of the deposits.

**DYES:** The leaves of "*Phyllanthus emblica*" (sample No. 121), are stated to be used to dye silk black. A sample of about 28lbs. of these leaves should be forwarded, together with detailed information as to the method of using the material for dyeing silk. About 28lbs. of the bark should also be supplied, if this product can be used in a similar way.

**BEANS:** Practically all the varieties of beans forwarded to the Imperial Institute under the above reference would be readily saleable in the United Kingdom. If it seems likely that any of them could be exported in quantity via Hongkong, samples of about 14lbs. of each variety should be forwarded to the Imperial Institute for examination and valuation. As a guide to those interested, it may be mentioned that small coloured beans suitable for feeding purposes fetch at present about £6 per ton in the United Kingdom, whilst large white beans of the "haricot" or "butter bean" types are worth up to £14 per ton. These prices will no doubt serve to indicate whether it is worth while to devote attention to these products in Hongkong.

**GROUND NUT OIL:** The samples of ground-nut oil, Nos. 60 and 238 appear to be of good quality, and if export is possible to the United Kingdom, further samples of about 1lb. of each should be sent to the Imperial Institute for valuation. The present value of ground-nut oil of good quality in the United Kingdom is about £38 to £45 per ton. The demand, however, is small.

**TEA SEED OIL:** There might be a market in the United Kingdom for this material if it can be exported, but unless the price mentioned, viz \$15 per picul, can be materially reduced, export is impossible, except perhaps, when vegetable oils are very scarce and dear in



Europe. Information should be supplied as to the quantity of oil likely to be available for export, and the minimum price which would be remunerative to shippers.

The samples of tea seed oil Nos. 155 and 155A, are not large enough for examination and valuation, and if export is possible, further samples of about 7lbs. of each should be sent for the purpose.

TEA SEED AND CAKE : A market might also be found in the United Kingdom for tea-seed cake, provided they are available in quantity. The sample of tea-seed cake No. 128 is being examined. A further sample of about 7lbs. of tea-seed similar to sample No. 259 should be forwarded to the Imperial Institute for examination.

GLUES : There is no doubt that a market can be found in the United Kingdom for both cow glue and fish glue, if they can be shipped at sufficiently low rates. A further supply of about 7lbs. of each of the sample of cow glue Nos. 102 and 102A, should be forwarded to the Imperial Institute, together with about 7lbs. of fish glue, for trial and valuation.

LACQUER : Several enquiries have been received at the Imperial Institute for the names of firms exporting crude lacquer. It would be useful if a list of Hongkong firms could be supplied for reference, together with information regarding the prices at which the material can be offered.

Specimens forwarded by the Superintendent of the Botanical and Forestry Department in which it was stated that specimens of all the materials sent are preserved in the Colonial Herbarium for reference under the numbers quoted.

"Amomum" (No. 3154). If these fruits are obtainable in quantity, about 28lbs. should be sent to the Imperial Institute in order that the oil may be distilled from them and compared with cardamom oil.

"Tai Fung Chi Yau" (No. 3226); "Pok Ho Yau" (No. 3227); "Ngai Yau" (No. 3229); "U I Yau" (No. 3232); "Houng Mau" (No. 3236); "Tau Kau Yau" (No. 3237). Information should be supplied as to the sources of these six products, and as to whether they can be exported, together with the name of the firm who can supply them and the prices at which they could be offered. A further sample of about 1lb. of each should be forwarded to the Imperial Institute for examination.

"Camphor Oil" (No. 3231): There is a large market in the United Kingdom and Germany for camphor oil, and if the Chinese product can be exported in any quantity via Hongkong, it would be worth while to examine it and submit it for valuation. For this purpose a further sample of 1lb. should be forwarded to the Imperial Institute, together with information as to prices and the names of firms who could export the oil.

"Santalum sp. Oil" (No. 3230.) Particulars should be supplied as to the source and place of manufacture of this "Sandalwood oil." The oil might be saleable in the United Kingdom, and information as to prices etc., with a further supply of 1lb., should be furnished to the Imperial Institute.

"Rose Oil" (No. 3235). This oil would probably not be saleable in the United Kingdom, but information as to its source and manufacture should be sent to the Imperial Institute so that the specimen exhibited may be properly labelled.

"Hemp Seed" (No. 3058). There is a market in Europe for this product, and also for the oil expressed from it, and information should be supplied as to prices, quantities available, and firms able to export. A further sample of about 7lb. of the seed, and a sample of 7lb. of the oil, should be forwarded to the Imperial Institute.

Information is desired as to whether specimen No. 3132 (*Agaricus* sp.) is the same as the Japanese "Shiitaki," an edible fungus largely used in Japan and the East.

26th January, 1911.

Hongkong General Chamber of Commerce,  
Hongkong, 19th March,

Sir,—I beg to acknowledge, with thanks the receipt of your letter of yesterday's date (No. 655/08) forwarding copies of a memorandum on Products from Hongkong, exhibited at the Imperial Institute.

My Committee have read the Memorandum with interest,—I am, &c.,

E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary.

## F

### EASTER HOLIDAYS.

Secretary's Memo to the Committee.

An inquiry has been received from the Government asking whether the Committee have any objection to the declaration of Saturday, the 15th April, the day after Good Friday, as a Public Holiday in the Colony. The Banks have already been approached in the matter, and are agreeable to this. Further, an opinion is requested whether, on general grounds, it might not be convenient to observe the day referred to as a public holiday in every year.

Hongkong Chamber of Commerce,  
Hongkong, 31st March, 1911.

Sir,—In reply to your telephonic enquiry as to whether or not my Committee had any objection to the declaration of Saturday, April 15th,



as a Public Holiday, I am directed to reply that the Comitée, generally, do not hold strong views either way, but the Chairman is not in favour in that the date clashes with the date of the departure of the English Mail and affects the interests of the constituents of the P. and O. Company.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary.

### G

#### CORONATION HOLIDAYS.

Colonial Secretary's Office,  
Hongkong, 7th April, 1911.

Sir,—I am directed to inform you that His Excellency the Governor proposes to appoint Thursday, 22nd June, Coronation Day, and the day following to be observed as Public Holidays, and I am to inquire whether you have any objection to offer to the proposal.

2. Saturday, 24th June, will be observed as a Government Holiday.—I am, etc.,

EDW. BULLOCK, for Colonial Secretary.

The Secretary, The Chamber of Commerce.

Hongkong General Chamber of Commerce,  
Hongkong, 15th April, 1911.

Sir,—I have now the honour to reply to your letter of the 7th instant (No. 3127/10) on the subject of the proposed declaration of Thursday the 22nd June, Coronation Day, and the day following to be observed as Public Holidays in the Colony.

My Committee have considered the matter, and have no objection to this proposal.

My Committee note that the 24th June will be recognised as a holiday in Government Departments only.

I shall be glad if you will be so good as to convey to H. E. The Governor my Committee's appreciation of his courtesy in referring the matter to the Chamber.—I am, &c.,

E. A. M. WILLIAMS, Secretary.

Hon. Mr. C. Clementi, Colonial Secretary.

### H

#### EIGHTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Oxford Court, Cannon Street, London, E.C.

March 31st, 1911.

Dear Sir,—I am instructed by the Congress Organising Committee to advise you that the Eighth Congress of Chambers of Commerce of the British Empire will take place in London in the summer of 1912 (probably in June), in accordance with the preliminary announcement to that effect inserted in the recent Report of action taken upon the resolutions adopted by the Seventh Congress, already sent you.

From experience gained in the past, and by reason of the fact that nearly three months are required in order that communications may be sent out and replies received from the most distant portion of the Empire, it has been decided that the programme, in its final and definite form, shall be issued from this office not later than March 1st, 1912. Chambers will thus have ample time in which to consider the resolutions included therein and to instruct their delegates as to voting. It has happened in the past that resolutions have been received at the last moment in regard to which no opportunity had been allowed to delegates to consult the organisations they represented. It has always been understood that Chambers have the right to submit additional resolutions to the President after the opening of the Congress, when the delegates present can vote upon their admissibility; but this rule, in the opinion of the Committee, is only applicable to resolutions of obvious importance to Imperial commerce which it was impossible to include in the Programme as circulated. In other words this rule should not be taken to apply indiscriminately to any resolution—possibly of purely local importance—which a delegate may desire to move on behalf of the body he represents.

Whilst emphasising the foregoing points, I may be allowed also to remind you that resolutions submitted to the Congress should, as far as possible, be such as are of direct interest to the Commerce of the Empire as a whole, or to a considerable portion thereof, and not affecting only a comparatively limited area.

The Seventh Congress served to emphasise two points: the first, that the number of resolutions contained in the programme precluded the possibility of adequate discussion of each; and the second, that the time allocated to the business of the Congress was too short. The Committee do not put forward any definite recommendations in this direction, but trust at the same time that these points will be kept in mind, in conjunction with the foregoing remarks as to the character and scope of the resolutions submitted for discussion.

In conformity with the course which has been followed previously, it is proposed to circulate, before the close of the present year, a first draft of the programme, to be followed probably by a second draft at an interval of a few months.



## H

The Committee, of course, realise the difficulty of deciding upon resolutions so far ahead, but the extent of the British Empire renders it absolutely necessary that the organisation should be taken in hand many months in advance, and I am therefore to request that you will kindly keep the matter before you with a view to submitting resolutions as early as you conveniently can do so.

The Committee hope to be in a position, within the next few months, to communicate to you particulars of the general arrangements which will be made for the Congress and the reception of the over-seas delegates.—I am, &c.,

CHARLES E. MUSGRAVE, Secretary.

The Secretary, Chamber of Commerce.

## I

PROPOSED NEW GENERAL CUSTOMS TARIFF OF  
THE NETHERLANDS.

Colonial Secretary's Office,  
Hongkong, 14th June, 1911.

Sir,—I am directed to enclose translation of the proposed new general Customs Tariff of the Netherlands, and to request that I may be favoured at an early date with any observations your Chamber may desire to make upon it.—I am &c.,

C. CLEMENTI, for Colonial Secretary.

The Secretary, Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce,  
Hongkong, 7th July, 1911.

Sir,—I am directed to acknowledge the receipt of your letter No. 3325/11 covering translation of the proposed General Customs Tariff of the Netherlands, and to state that my Committee have no observations to make thereon.

I am to express the thanks of my Committee for the opportunity afforded them.

As requested, I beg to return you the copy of the translation of the proposed Tariff.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Hon. Mr. W. D. Barnes, Colonial Secretary.

## J

PROCLAMATIONS BY THE COMMONWEALTH OF AUSTRALIA  
UNDER THE QUARANTINE AND CUSTOMS ACT.

Commercial Commissioner in the East,  
Government of the State of New South Wales,

Kobe, 15th May, 1911.

Sir,—I have the honour to submit the following copies of proclamations by the Government of the Commonwealth of Australia, for the information of the Members of your Chamber of Commerce.—I am, &c.

J. B. SUTOR.

The Secretary, Chamber of Commerce, Hongkong.

PROCLAMATION.

"Whereas by the "Quarantine Act, 1908, it is enacted that the "Governor-General may, by proclamation, prohibit the importation "into Australia of any animals or plants, or parts of animals or "plant, and that the power of prohibition shall extend to prohibition "generally, or with limitations, as to place and subject matter, and "either absolutely or subject to any specified conditions or restric- "tions:

"And, whereas by a proclamation published in the Gazette of 1st "October, 1910, the importation into Australia of potatoes from any "country in which the disease "Chrysophylctis endobiotica" is known "to exist was prohibited, and from any other country, unless certain "conditions were complied with:

"And, whereas by a proclamation published in the Gazette of "31st December, 1910, the importation into Australia of potatoes "in respect of the disease caused by "Phytophthora infestans" was "prohibited:

"And, whereas it is desirable to amend and consolidate the said "proclamations:

"Now, therefore, I, William Humble, Earl of Dudley, the "Governor-General aforesaid, acting with the advice of the Federal "Executive Council, do hereby repeal the Proclamation of 1st "October, 1910, so far as it relates to the importation of potatoes "in Australia, and I hereby repeal the Proclamation of 31st Decem- "ber, 1910, and I do hereby prohibit the importation of potatoes from "any country unless—

1. "They are accompanied by an official certificate, dated and "signed by a responsible officer of a Government Department "of the country of origin identifying the potatoes, specifying "the quantity and certifying—



- (a) "That at the date of the issue of the certificate they were free from the disease caused by "Phytophthora infestans" (known as Irish Blight), and from the disease "Chrysophyctis endobiotica" (known as potato canker, black scab, warty disease, and cauliflower disease in potatoes);
- (b) "That they were grown in the country named;
- (c) "That they were grown at least twenty miles from any place known, after due investigation, to be, or to have been, within five years infected with either of the said diseases;
- (d) "That they were packed in the country of origin in clean, new packages.
2. "The bags, crates, or other packages containing the potatoes are marked on the outside with the name of the country of origin, and with other distinguishing mark or marks.
- (3) The potatoes, after being landed, are planted in quarantine in an approved place, and, their cultivation, found, on inspection to be free from disease.
- (4) "The importer enters into a bond in the sum of £50, conditioned that he will pay the cost of inspection of the potatoes and of supervision and that the potatoes and any parts thereof, and any crop produced therefrom, shall not be dug or removed from the approved place without the written permission of the Chief Quarantine Officer, and that he will give written notice of not less than one week to the Chief Quarantine Officer of his desire to dig the potatoes."
- "Provided that the Minister may permit potatoes which are certified by a Quarantine Officer to be free from disease to be imported under, and subject to such conditions as the Minister may think fit to impose, for use as food."

Given under my Hand and the Great Seal of the Commonwealth, this seventeenth day of March, in the year One thousand nine hundred and eleven, and in the first year of His Majesty's reign.

By His Excellency's Command, FRANK G. TUDOR.

GOD SAVE THE KING.

Colonial Secretary.

PROCLAMATION.

"Whereas by the "Customs Act," 1901-1910, it is enacted that all goods the importation of which may be prohibited by proclamation are prohibited imports, and that the power of prohibiting the importation of goods shall authorise prohibition subject to any special condition or restriction, and that goods imported contrary to any such condition or restriction shall be prohibited imports."

"And, whereas it is desirable to prohibit the importation into the Commonwealth of goods packed in bags or sacks whose contents exceed two hundred pounds in weight, and which in regard to unshipment must necessarily be carried on the backs of the persons employed in handling the same."

"Now, therefore, I, William Humble, Earl of Dudley, the Governor-General aforesaid, acting with the advice of the Federal Executive Council, do hereby prohibit from and after the 1st day of August, 1911, the importation into the Commonwealth of goods packed in bags or sacks whose contents exceed two hundred pounds in weight, and which, in regard to unshipment must necessarily be carried on the backs of the persons employed in handling the same."

Given under my Hand and the Great Seal of the Commonwealth, at Melbourne, this tenth day of March, One thousand nine hundred and eleven, and in the first year of His Majesty's reign

By His Excellency's Command,  
FRANK G. TUDOR.

Minister of State for Trade and Customs.

GOD SAVE THE KING.

Hongkong Chamber of Commerce,  
Hongkong, 28th May, 1911.

Sir,—I have the honour to acknowledge the receipt of your letter of 15th May, 1911, forwarding, for the information of my Committee, copies of Proclamations by the Government of the Commonwealth of Australia, under date of the 10th and 17th March.

These have duly been laid before my Committee who direct me to thank you for your courtesy in placing the information before them.—I have, &c.,

E. A. M. WILLIAMS, Secretary.

J. B. Sutor, Esq., Commercial Commissioner in the East,  
Government of the State of New South Wales, Kobe, Japan.

**K**

CONTINUOUS CERTIFICATES OF DISCHARGE TO  
CHINESE SEAMEN.

Colonial Secretary's Office,  
Hongkong, 31st March, 1911.

Sir,—I am directed to forward for the views of your Chamber draft regulations which it is proposed to make under Section 42 of the Mer-



chant Shipping Ordinance, 1899, together with a covering minute by the Harbour Master to paragraph 3, of which I am to draw special attention  
—I am, Sir, &c.,

R. CROFTON,  
for Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

Regulations made by the Governor-in-Council under Section 42 of the Merchant Shipping Ordinance, 1899, (Ordinance No. 10 of 1899), in relation to the engagement and Discharge of Seamen this.....day of.....1911.

1. When any Chinese seamen shall be engaged at the Mercantile Marine Office for service in a ship whose articles of agreement shall terminate at Hongkong or elsewhere (other than China Coast articles) he shall produce to the Superintendent of Mercantile Marine Office, or some person deputed by him a continuous discharge book which shall contain his name, description and photograph in such form as shall be approved by the Superintendent.
2. In the event of any Chinese seamen not having a continuous discharge book, such book shall be issued by the Superintendent and a charge of fifty cents shall be made for the same.
3. The master of a ship whose articles of agreement terminate at a port outside the Colony shall, on engaging a Chinese seaman for service in such ship give an undertaking to the satisfaction of the Superintendent to be endorsed in the ship's articles, that the owner of such ship will bear the cost of his repatriation.

Hon. Colonial Secretary,

1. Referring to the letter of 18/8/09 from the Chamber of Commerce this system has been in force for some 11 years with regard to British seamen, and has proved of great value in maintaining discipline and good order in British Merchant Ships, as in most cases the seamen are not willing to risk an entry of bad character in this continuous discharge book which is their character record, and is, as a rule searchingly inspected by the master who requires their services. I fail to see how the fact of having, with British seamen, a continuous discharge can possibly cause any trouble at all to the ship owner.

2. This difficulty with regard to similarity of name with Chinese and identification will be greatly overcome by the proposed scheme which is to have two photographs, one profile and one full face.

3. It is not intended that these regulations should apply to seamen shipped on China Coast articles, but only those on long voyage articles.

The various masters and shipping compradores whom I have consulted are in favour of this scheme of having a Continuous Discharge for

Chinese seamen on long voyage articles, being introduced, and consider it would tend greatly to reduce desertions and to generally improve discipline

C. W. BECKWITH, Harbour Master, 25/3/11.  
Hongkong Chamber of Commerce,  
Hongkong, 2nd May, 1911.

Sir,—In reply to your letter of the 31st March, 1911 (No. 6043/1909) requesting the views of the Chamber on certain draft regulations which it is proposed to make under Section 42 of the Merchant Shipping Ordinance, 1899, I am directed to state that they approve of the same being enacted as they understand that the proposed measures are not intended to apply to Chinese seamen on China Coast articles.—I &c.,

E. A. M. WILLIAMS, Secretary  
Hon. Mr C. Clementi, Colonial Secretary

## L

### CONVENTIONS RESPECTING COLLISIONS AND SALVAGE AT SEA.

Colonial Secretary's Office,  
Hongkong, 12th April, 1911.

Sir,—I am to forward copy of a circular despatch dated 8th March, received from the Secretary of State for the Colonies, and am to inquire whether your Chamber see any objection to the adherence of this Colony to the conventions enclosed.—I am, Sir, &c.,

EDW. BULLOCK, p.p. Colonial Secretary  
The Secretary, Chamber of Commerce.

Convention for the Unification of Certain Rules of Law with Respect  
to Assistance and Salvage at Sea.

#### ARTICLE I.

Assistance and salvage of sea-going vessels in danger, of any things on board, of freight and passage money, and also services of the same nature rendered by sea-going vessels to vessels of inland navigation or vice versa, are subject to the following provisions, without any distinction being drawn between the two kinds of service, viz., assistance and salvage, and in whatever waters the services have been rendered.

#### ARTICLE 2.

Every act of assistance or salvage which has had a useful result gives a right to equitable remuneration.



No remuneration is due if the services rendered have no beneficial result.

In no case shall the sum to be paid exceed the value of the property salvaged.

ARTICLE 3.

Persons who have taken part in salvage operations notwithstanding the express and reasonable prohibition on the part of the vessel to which the services were rendered have no right to any remuneration

ARTICLE 4.

A tug has no right to remuneration for assistance to or salvage of the vessel she is towing or of the vessel's cargo, except where she has rendered exceptional services which cannot be considered as rendered in fulfilment of the contract of towage

ARTICLE 5.

Remuneration is due notwithstanding that the salvage services have been rendered by or to vessels belonging to the same owner.

ARTICLE 6.

The amount of remuneration is fixed by agreement between the parties and, failing agreement, by the Court.

The proportion in which the remuneration is to be distributed amongst the salvors is fixed in the same manner.

The apportionment of the remuneration amongst the owner, master and other persons in the service of each salving vessel shall be determined by the law of the vessel's flag.

ARTICLE 7.

Every agreement as to assistance or salvage entered into at the moment and under the influence of danger may, at the request of either party, be annulled or modified by the Court if it considers that the conditions agreed upon are not equitable.

In all cases, when it is proved that the consent of one of the parties is vitiated by fraud or concealment or when the remuneration is, in proportion to the services rendered, in an excessive degree too large or too small, the agreement may be annulled or modified by the Court at the request of the party affected.

ARTICLE 8.

The remuneration is fixed by the Court according to the circumstances of each case on the basis of the following considerations:—(a) firstly, the measure of success obtained, the efforts and deserts of the salvors, the danger run by the salvaged vessel, by her passengers, crew and cargo, by the salvors, and by the salving vessel; the time expended, the

expenses incurred and losses suffered, and the risks of liability and other risks run by the salvors, and also the value of the property exposed to such risks, due regard being had to the special appropriation (if any) of the salvors' vessel for salvage purposes; (b) secondly, the value of the property salvaged.

The same considerations apply for the purpose of fixing the apportionment provided for by the second paragraph of Article 6.

The Court may deprive the salvors of all remuneration, or may award a reduced remuneration, if it appears that the salvors have by their fault rendered the salvage or assistance necessary, or have been guilty of theft, fraudulent concealment, or other acts of fraud.

ARTICLE 9.

No remuneration is due from persons whose lives are saved, but nothing in this Article shall affect the provisions of the national laws on this subject.

Salvors of human life, who have taken part in the services rendered on the occasion of the accident giving rise to salvage or assistance, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo, and accessories

ARTICLE 10.

A salvage action is barred after an interval of two years from the day on which the operations of assistance or salvage terminated.

The grounds upon which the said period of limitation may be suspended or interrupted are determined by the law of the Court where the case is tried.

The High Contracting Parties reserve to themselves the right to provide, by legislation in their respective countries, that the said period shall be extended in cases where it has not been possible to arrest the vessel assisted or salvaged in the territorial waters of the State in which the plaintiff has his domicile or principal place of business

ARTICLE 11.

Every master is bound, so far as he can do without serious danger to his vessel, her crew and her passengers, to render assistance to everybody, even though an enemy, found at sea in danger of being lost.

The owner of a vessel incurs no liability by reason of contravention of the above provision.

ARTICLE 12.

The High Contracting Parties whose legislation does not forbid infringements of the preceding Article bind themselves to take or to propose to their respective legislatures the measures necessary for the prevention of such infringements.



The High Contracting Parties will communicate to one another as soon as possible the laws or regulations which have already been or may be hereafter promulgated in their States for giving effect to the above undertaking.

## ARTICLE 13.

The Convention does not affect the provisions of national laws or international treaties as regards the organisation of services of assistance and salvage by or under the control of public authorities, nor, in particular, does it affect such laws or treaties on the subject of the salvage of fishing gear.

This Convention does not apply to ships of war or to Government ships appropriated exclusively to a public service.

## ARTICLE 15.

The provisions of this Convention shall be applied as regards all persons interested when either the assisting or salving vessel or the vessel assisted or salvaged belongs to one of the Contracting States, and in any other cases for which the national laws provide.

Provided always that—

- (1) As regard persons interested who belong to a non-contracting State the application of the above provisions may be made conditional upon reciprocity.
- (2) Where all the persons interested belong to the same State as the Court trying the case, the provisions of the national law and not of the Convention are applicable.
- (3) Without prejudice to any wider provisions of any national laws, Article 11 only applies as between vessels belonging to the States of the High Contracting Parties.

## ARTICLE 16.

Any one of the High Contracting Parties shall have the right, three years after this Convention comes into force, to call for a fresh Conference with a view to possible amendments, and particularly with a view to extending, if possible, the sphere of its application.

Any Power exercising this right must notify its intention to the other Powers through the Belgian Government which will make arrangements for convening the Conference within six months.

## ARTICLE 17.

States which have not signed this Convention are allowed to adhere to it on request. Such adhesion shall be notified through the diplomatic channel to the Belgian Government, and by the latter to each of the other Governments; it shall become effective one month after the sending of the notification by the Belgian Government.

## ARTICLE 18.

This Convention should be ratified. After an interval of at most one year from the day on which the Convention is signed the Belgian Government shall place itself in communication with the Governments of the High Contracting Parties which have declared themselves prepared to ratify the Convention, with a view to deciding whether it should be put into force.

The ratifications shall, if so decided, be deposited forthwith at Brussels, and the Convention shall come into force a month afterwards.

The protocol shall remain open another year in favour of the States represented at the Brussels Conference. After this interval they can only adhere to it on conforming with the provisions of Article 17.

## ARTICLE 19.

In the case of one or other of the High Contracting Parties denouncing this Convention, such denunciation shall not take effect until a year after the day on which it has been notified to the Belgian Government, and the Convention shall remain in force as between the other Contracting Parties.

In witness whereof, the Plenipotentiaries of the respective States have signed this Convention and have affixed their seals thereto.

Drawn up at Brussels, one copy, September 23rd, 1910.

Convention for the Unification of Certain Rules of Law with Respect to Collisions.

## ARTICLE 1.

Where a collision occurs between sea-going vessels or between sea-going vessels and vessels of inland navigation the compensation due for damages caused to the vessels, or to any things or persons on board thereof, shall be settled in accordance with the following provisions, in whatever waters the collision takes place.

## ARTICLE 2.

If the collision is accidental, if it is caused by force majeure, or if the cause of the collision is left in doubt, the damages are borne by those who have suffered them.

This provision is applicable notwithstanding the fact that the vessels, or any one of them, may be at anchor (or otherwise made fast) at the time of the casualty.

## ARTICLE 3.

If the collision is caused by the fault of one of the vessels, liability to make good the damages attaches to the one which has committed the fault.



## ARTICLE 4.

If two or more vessels are in fault the liability of each vessel is in proportion to the degree of the faults respectively committed. Provided that if, having regard to the circumstances, it is not possible to establish the degree of the respective faults, or if it appears that the faults are equal, the liability is apportioned equally.

The damages caused, either to the vessels or to their cargoes or to the effects or other property of the crews, passengers or other persons on board, are borne by the vessels in fault in the above proportions, and even to third parties a vessel is not liable for more than such proportion of such damages.

In respect of damages caused by death or personal injuries the vessels in fault are jointly as well as severally liable to third parties, without prejudice however to the right of the vessel which has paid a larger part than that which, in accordance with the provisions of the first paragraph of this article, she ought ultimately to bear, to obtain a contribution from the other vessel or vessels in fault.

It is left to the law of each country to determine, as regards such right to obtain contribution, the meaning and effect of any contract or provision of law which limits the liability of the owners of a vessel towards persons on board.

## ARTICLE 5.

The liability imposed by the preceding Articles attaches in cases where the collision is caused by the fault of a pilot, even when the pilot is carried by compulsion of law.

## ARTICLE 6.

The right of action for the recovery of damages resulting from a collision is not conditional upon the entering of a protest or the fulfilment of any other special formality.

All legal presumptions of fault in regard to liability for collision are abolished.

## ARTICLE 7.

Actions for the recovery of damages are barred after an interval of two years from the date of the casualty.

The period within which an action must be instituted for enforcing the right to obtain contribution permitted by paragraph 3 of Article 4, is one year from the date of payment.

The grounds upon which the said periods of limitation may be suspended or interrupted are determined by the law of the Court where the case is tried.

The High Contracting Parties reserve to themselves the right to provide, by legislation in their respective countries, that the said periods shall be extended in cases where it has not been possible to

arrest the defendant vessel in the territorial waters of the State in which the plaintiff has his domicile or principal place of business.

## ARTICLE 8.

After a collision, the master of each of the vessels in collision is bound, so far as he can do so without serious danger to his vessel, her crew and her passengers, to render assistance to the other vessel, her crew and her passengers.

He is likewise bound so far as possible to make known the name of his vessel and the port to which she belongs, and also the names of the ports from which she comes and to which she is bound.

A breach of the above provisions does not of itself impose any liability on the owner of a vessel.

## ARTICLE 9.

The High Contracting Parties whose legislation does not forbid infringements of the preceding Article bind themselves to take or to propose to their respective legislatures the measures necessary for the prevention of such infringements.

The High Contracting Parties will communicate to one another as soon as possible the laws or regulations which have already been or may be hereafter promulgated in their States for giving effect to the above undertaking.

## ARTICLE 10.

Without prejudice to any Conventions which may hereafter be made, the provisions of this Convention do not affect in any way the law in force in each country with regard to the limitation of shipowners' liability, nor do they affect the legal obligations arising from contracts of carriage or from any other contracts.

## ARTICLE 11.

This Convention does not apply to ships of war or Government ships appropriated exclusively to a public service.

## ARTICLE 12.

The provisions of this Convention shall be applied as regards all persons interested when all the vessels concerned in any action belong to contracting States, and in any other cases for which the national laws provide.

Provided always that—

- (1) As regards persons interested who belong to a non-contracting State the application of the above provisions may be made conditional upon reciprocity.
- (2) Where all the persons interested belong to the same State as the Court trying the case, the provisions of the national law and not of the Convention are applicable.



## ARTICLE 13.

This Convention extends to the making good of damages which a vessel has caused to another vessel, or to goods or persons on board either vessel, either by the execution or non-execution of a manoeuvre or by the non-observance of the regulations, even if no collision has actually taken place.

## ARTICLE 14.

Any one of the High Contracting Parties shall have the right, three years after this Convention comes into force, to call for a fresh Conference with a view to possible amendments, and particularly with a view to extending, if possible, the sphere of its application.

Any Power exercising this right must notify its intention to the other Powers through the Belgian Government, which will make arrangements for convening the Conference within six months.

## ARTICLE 15.

States which have not signed this Convention are allowed to adhere to it on request. Such adhesion shall be notified through the diplomatic channel to the Belgian Government, and by the latter to each of the other Governments; it shall become effective one month after the sending of the notification by the Belgian Government.

## ARTICLE 16.

This Convention shall be ratified. After an interval of at most one year from the day when the Convention is signed, the Belgian Government shall place itself in communication with the Governments of the High Contracting Parties which have declared themselves prepared to ratify the Convention, with a view to deciding whether it should be put into force.

The ratifications shall if so decided, be deposited forthwith at Brussels, and the Convention shall come into force a month afterwards.

The protocol shall remain open another year in favour of the States represented at the Brussels Conference. After this interval they can only adhere to it on conforming with the provisions of Article 15.

## ARTICLE 17.

In the case of one or other of the High Contracting Parties denouncing this Convention, such denunciation shall not take effect until a year after the day on which it has been notified to the Belgian Government, and the Convention shall remain in force as between the other Contracting Parties.

## ADDITIONAL ARTICLE.

Notwithstanding anything in the provisions of Article 16, it is agreed that it shall not be obligatory to give effect to the provisions of Article 5, establishing liability in cases where a collision is caused by the fault of a pilot carried by compulsion of law, until the High Contracting Parties shall have arrived at an agreement on the subject of the limitation of liability of shipowners.

In witness whereof, the Plenipotentiaries of the several High Contracting Parties have signed this Convention and have affixed their seals hereto.

Drawn up at Brussels, one copy, September 23rd, 1910.

Hongkong General Chamber of Commerce,

Hongkong, April 29th, 1911.

Sir,—I have the honour to acknowledge the receipt of your letter of 13th inst. covering copy of a despatch and enclosures from the Secretary of State for the Colonies.

My Committee have given the documents their consideration, and I am now directed to state that they cannot see that objection exists to the adherence of this Colony to the two International Maritime Conventions which have for their object the unification of certain rules of law with respect to "Salvage and Assistance at Sea," and to "Collisions."

My Committee very much appreciate the courtesy of His Excellency the Governor in referring the matter to the Chamber.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Hon. Mr. C. Clementi, Colonial Secretary.

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**M**

## "MATE'S RECEIPT."

Hongkong, 4th May, 1911.

Sir,—We beg to submit to you below extract of advices we have received from our Calcutta Agents recently:—

"We shall be obliged if you will kindly inform us if a Mate's Receipt is accepted as a negotiable document at your port; our solicitors here hold that it is not, but we do not feel convinced that they are right. The following case has drawn our attention to the matter:—

" 'A' shipped some goods and was granted a Mate's Receipt in his name; the steamer Company issued Bills of Lading to 'A' under a letter of guarantee without Mate's Receipt—shortly after doing so 'B' produced the Mate's Receipt to the steamer Company duly endorsed over to him by 'A' and asked for Bills of Lading to be signed—the steamer Company refused, having already granted Bills of Lading to 'A,' and held that 'B' had no right to demand same in spite of holding the endorsed Mate's Receipt, as only the actual shipper in whose name the Mate's Receipt had been granted could be recognised as having a right to the Mate's Receipt, it not being a negotiable document.



## M

"The Mills Association here hold that whoever holds a Mate's Receipt, even if not in the name of the holder and if not even endorsed over to the holder, has a lien on the goods in question."

We shall esteem it a favour if you will be good enough to lay the foregoing before your Committee with a view to ascertaining their views on the point in question, so far as it affects the shipping trade of Hongkong.—We are, &c.,

JARDINE MATHESON & CO., LTD.,  
General Managers, Indo-China S.N. Co., Ltd.  
The Secretary, Hongkong General Chamber of Commerce,—Present.

Hongkong General Chamber of Commerce,  
Hongkong, 15th May, 1911.

Sirs,—In reply to your letter of 4th inst, I am directed to state that my Committee do not consider a "Mate's Receipt" may be regarded as a negotiable document.

They do not, of course, know what the legal ruling may be but consider that although "not negotiable" in the full sense of the term, a "Mate's Receipt" is prima facie evidence of ownership and in the case of your example a court of law would probably rule that 'B' was entitled to the Bills of Lading provided he could prove he was the holder of the "Mate's Receipt" "for value received."—I am, &c.

E. A. M. WILLIAMS, Secretary  
Messrs Jardine Matheson and Co, Ltd., Hongkong.

## N

## IMPERIAL PREFERENTIAL TARIFF.

Bangalore, January 27, 1911.

Dear Sir,—I am directed to invite your attention to a Resolution which was adopted, nem. con., at the last Annual General Meeting of this Association.

A copy of the Resolution is annexed.—I am, etc.,

HARRY AMHERST, Secretary.  
The Secretary, Hong Kong Chamber of Commerce.

## Imperial Preferential Tariff.

That this Association do affirm its complete adherence to the following Creed with regard to Imperial Tariff.—

## N

- (a) We believe that the British-grown "Coffee" will be benefited by a preference in duty, and that it is sufficient in quantity for the consumption of the Empire.
- (b) We believe that a preference in duty in favour of British-grown "Tea" will have the effect of displacing inferior teas; and, by giving the citizens of the Empire a wholesomer and better beverage, the moral and physical condition of the poorer classes will be improved.
- (c) We believe that a preferential treatment for "Rubber" will, in the near future, prove of inestimable value to an industry in which millions of British Capital have been and are being invested.
- (d) We believe that a preferential tariff for "Cinchona Bark" and "Quinine" is a matter of Imperial importance, and should receive the attention of every far seeing British Statesman.
- (e) We believe that preference with "Cocoa" would remove the possibility of such a pitiful scandal as the one with which the name of reputable British firms were recently connected.
- (f) We believe that attention has not been sufficiently called to the danger to Great Britain and the Empire incurred by relying to such a very great extent on the supply of cotton from the United States of America, and that a preferential treatment for British-grown "Cotton," by encouraging adequate production within the Empire, is the only way to safeguard the interests of Lancashire for all time.
- (g) We believe that British-grown "Wheat" is necessary in sufficient quantities to meet the consumption of the Empire, and to save any part of it from the possibility of starvation in time of war, and that the only means to attain this ideal result is by giving British-grown Wheat a preference.
- (h) We believe that a complete Imperial Preference Tariff is essential to the maintenance of the power and prosperity of the British Empire, and that every effort ought to be made to render the Empire self-supporting.
- (i) We believe that the sentiment that would be engendered by a Preferential Tariff throughout the Empire would prove to be an Imperial Asset and a bond of union of even greater value than the benefits that would arise from its Commercial aspect:

And that this Association do communicate these views to all other Associations, Public and Private Bodies, Members of Parliament and Legislative Councillors throughout the Empire, asking for their opinions and for their active co-operation in furthering the cause of Imperial Tariff Reform.



Hongkong General Chamber of Commerce,  
 Hongkong, 24th February, 1911.  
 Bangalore, India.

Dear Sir,—I beg to acknowledge the receipt of your letter of 27th January, 1911, covering a copy of a resolution passed by your Members at the Annual General Meeting on the subject of the "Imperial Preferential Tariff."

I have laid the same before my Committee who direct me to thank you for your courtesy in forwarding a copy of the resolution to them.—I am, &c.,

E. A. M. WILLIAMS, Secretary.

The Secretary, United Planters' Association of Southern India



#### BOARDING OF INCOMING STEAMERS BY CHINESE.

Hongkong Chamber of Commerce,  
 Hongkong, 8th April, 1911.

Sir,—My Committee have been approached by several of the principal shipping agents of the Colony with regard to the lack of supervision over Sampans and Launches belonging to or hired by Chinese Boarding House Keepers, which craft meet and obstruct steamers carrying Coolie passengers outside the limits of the Harbour.

The following extract from the letter of a Master to his Owners will perhaps make the situation clearer to you than I can hope to do.

"I beg to submit to your notice the very serious position in which we as shipmasters of steamers are placed regarding the forcibly boarding of our ships while yet at sea by runners from the various Chinese Boarding Houses in the Colony touting for passengers a long way outside the Harbour Limits, also the grave situation in which we may at any time find ourselves by sinking any of the sampans so employed.

"Their methods are as follows: When a steamer is expected from the Straits with Chinese passengers, large sampans manned by from eight to ten nimble young men are towed out by launches and left in the direct path of steamers inward bound, they at once pull across the vessel's bows trusting to hook on somewhere which is done by using a long bamboo with a hook at the end and long towing line. If successful, four or five men out of each boat climb on board and the sampan drops astern.

"There are six or eight sampans so employed, having about thirty runners on board, who at once create a perfect confusion among the passengers by shouting at the pitch of their voices and

"hustling them about. A much more serious situation is created when this boarding is carried out during the hours of darkness such as occurred this trip, five miles outside Lamma Island, about 0.30 a.m., when two sampans without lights suddenly appeared, one on either bow close to, one of them managed to hook on while the other missed, but was soon picked up by a launch, three others being in attendance.

"Before reaching Green Island four other sampans put runners on board. At 2.00 a.m. anchored off Western Entrance gas buoys, the noise continued until daylight came in, when about one-third of the passengers had left the vessel. This is repeated on every voyage, and is not so serious when taking place during daylight but is quite a different matter on a dark night approaching port when the safety of the ship is the first care of the Master. Surely these law breakers do wrong at their own peril, and on their should rest the consequences."

"Earnestly hoping you will bring this matter before the Authorities who have power to deal with it before some serious accident takes place."  
 Again from another Master:—

"I believe that the Firm are anxious that every reasonable precaution should be taken by myself and Officers, to ensure as far as practicable, the safe carriage to destination of the valuable cargoes the ship has to convey. I therefore consider that should I allow, unchecked by authority, hordes of stranger Chinese to board the ship in the dark, and run riot all over the decks and between decks carrying inflammable paper lanterns, I should be failing in my duty to the Firm by giving such people opportunities of which they might avail themselves of looting the cargo at their will, or of setting the ship on fire by the careless handling of those paper lanterns amongst the passengers' inflammable luggage."

It is pointed out that such boarding of steamers being illegal, each offender is liable to a penalty, which, however, consists of a small fine imposed at the Magistracy or Harbour Office, and which is undoubtedly paid by the Boarding House Keeper employing the culprit.

In the case of towing launches aiding and abetting the sampans and runners, the maximum penalty allowed by the Ordinance does not act as any deterrent.

Prosecution is made more difficult by the fact that sampans and launches drop sacks and old canvas over their names or numbers so that such are indistinguishable from the steamer's deck.

My Committee consider that special legislation is very necessary in this matter, and a severe term of imprisonment without the option of a fine seems to them to be the only cure.



For a second offence the confiscation of the boat or sampan is suggested.

My Committee feel confident that this protest will have the sympathy of H.E. The Governor, and hope that not only will the revision of the existing Ordinance receive the early consideration of Government, but active steps be taken to stop the very dangerous practice.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 8th May, 1911.

Sir,—I am directed to acknowledge the receipt of your letter of 8th April, on the subject of the obstruction caused to incoming steamers by sampans and launches belonging to or hired by Chinese Boarding House keepers, and to inform you that this matter has engaged the earnest attention of Government for some years past.

(2.) Persons committing this offence are, as you know, liable to a penalty not exceeding \$50 or to imprisonment with or without hard labour for any term not exceeding two months. As regards the first penalty fines up to the maximum amount have been inflicted, but have been found useless as a deterrent for the reason stated in your letter namely, that they are usually, if not invariably, paid by the boarding house keepers. As regards the second the Acting Harbour Master in November 1909 gave a boarding house runner two months' imprisonment with hard labour, which had an excellent effect for some time but, the punishments inflicted by the Harbour Master for this and other offences committed in the waters of the Colony were in the same year represented through one of the Members of the Legislative Council as being excessive, and marine cases other than those of a technical nature were accordingly transferred to the Police Magistrate.

(3) The root of the difficulty, however, lies in the disinclination on the part of the shipping companies to prosecute offenders. A case only recently occurred in which, although a number of launches were summoned for obstructing an inward bound vessel, two of the companies refused to allow their names to appear in the case. In this connection I am to point out that the onus of proof lies under section 26 (e) of the Merchant Shipping Ordinance, 1899, upon the Master or Officer in charge of a ship.

(4) Under section 37 (13) launches were formerly allowed to leave any port of the Colony on payment of the prescribed fee of 25 cents without further formality. The Harbour Master has now stopped this practice and only grants such permits after due inquiry and subject to the condition that they do not permit holders to tow boats outside harbour limits.

(5) In conclusion I am to inform you that the whole question has again been represented to the Police Magistrate who states that he is prepared in future on sufficient cause being shown to deal with such case in exemplary fashion. It remains therefore for the Companies interested to co-operate with Government to effect the end desired.—I am, &c.,

C. CLEMENTI, Colonial Secretary.

The Secretary, Hong Kong Chamber of Commerce.

Hongkong General Chamber of Commerce,

Hongkong, 15th June, 1911.

Sir,—I have now the honour to reply to your letter of 8th May on the subject of the obstruction caused by incoming steamers by sampans and launches belonging to or hired by Chinese Boarding House keepers.

Your letter has been carefully considered by members of the Chamber competent to give a reasoned opinion on the matter, whose report is set out below:—

1. "Although the matter has engaged the earnest attention of "the Government for some years past," no remedy is proposed, "except that more frequent prosecution should be made by the "Shipping Companies, a suggestion, which, as we explain later, is "from their point of view quite unsuitable, and which also in view "of the admission made by the Colonial Secretary that "fines of the "maximum amount have been inflicted but have been found useless "as a deterrent"—would not in our opinion be of practical benefit.

2. The Colonial Secretary points out that the onus of proof of "illegal boarding, by Section 26 of the Merchants' Shipping Ordinance, 1899, is placed on the Master or Officer-in-Charge of the "ship concerned and in reply we would say, that to prosecute young "men who, at the peril of their lives, board steamers, going at full "speed, while the Boarding House keepers (their employers) and "the owners of sampans and launches who are the real offenders "remain in absolute security,—serves no useful purpose, moreover, "as the Government itself admits the maximum fines when in- "flicted on these youths have been found useless as a deterrent.

"In this connection, and as a possible explanation of fines fail- "ing to act as a deterrent, we desire to bring to the notice of the "Chamber the risk of a "taboo" or "boycott," which Shipping Com- "panies now-a-days incur, if their officers venture to prosecute "(or even if the Police themselves prosecute) launches or owners who "illegally make fast to, or board, vessels with which such Shipping "Companies are concerned.



"The proposed "taboo" or "boycott" is as a rule anonymously notified, (or at all events in such a manner as to prevent possibility of detection) but so effective is the weapon, that once put into effect, the monetary loss, suffered by those it is levelled against is by dislocation of business almost incalculable.

"We venture to think that the Chamber will agree with us that since the Shipping Ordinance in question was framed, conditions generally have undergone a distinct change, moreover, owing to many causes the Chinaman has in the interval realized the strength of a "taboo" or "boycott," and while using it as a "means to an end" he altogether ignores the injustice or hardships thereby imposed on innocent parties. It is not practicable for individual Firms to successfully combat "taboos" or "boycotts," and therefore the time has come when it is up to the Government to abandon its apparent apathetic attitude, and devise effective means of protecting the Shipping community and of seeing that the laws of the Colony are duly respected.

3. "We think the following remedial measures, if instituted, would have a salutary effect:--

(a) "Remove the onus of proof from the Master or Officer-in-Charge of the ship.

(b) "Register all Boarding House runners, and inflict a severe punishment on any unregistered runner who boards a ship.

(c) "Increase the penalties for illegal boarding, and make it possible to confiscate sampans and launches aiding and abetting boarders.

(d) Government to provide a serviceable patrol boat, with Headquarters at, say, Llama or Dumbell Island, the duty of such patrol boat being to "speak" all vessels entering the Port from the South, and to afford assistance specially to Steamers with Deck passengers, and deal with launches and sampans illegally placing boarders on such Steamers.

"We are of opinion that it will only require, at most, say, two or three sentences of imprisonment with hard labour, inflicted on illegal boarders, and one confiscation of a launch or sampan to effectually stop the evil of which we complain. With regard to par (d) it is probable also that in connection with the suppression of this illegal boarding, the suggested patrol launch need not be a permanency, though in our opinion it would serve much useful purpose in other ways, and enable the Authorities to more effectively control the Shipping entering this Harbour.

4. "Although the matter is not referred to in the letter sent for our perusal, we would draw attention to the violation of the Colony's Quarantine and Excise Laws, by reason of this illegal boarding, and we beg to enclose for the information of the Cham-

ber, an extract from a Shipping Paper, published at Shanghai, i.e.,—"The Leading Light," from which it will be noted that the "abuse complained of is recognised at other Ports in China as "being not only an excessive hardship on Captains and Officers, "but also a positive danger to the health of the Colony."

My Committee respectfully submit the above suggestions to the consideration of His Excellency the Governor, and believe that, if adopted, they would lead to the cessation of a very great inconvenience and danger.—I am, &c.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 15th August, 1911.

Sir,—I am directed to acknowledge your letter of June 13th reporting to Government the carefully considered opinion of the members of your Chamber who are most competent to give a reasoned opinion on the subject of the boarding of incoming steamers by Chinese.

2. The report complains that no remedy is proposed. The obvious and proper remedy is that the Owners and their employees who are in charge of the ship should arrest and hand over to the Police or prosecute persons who illegally board her. As the report frankly admits that the owners do not take action for fear of incurring a "boycott" the object of my letter was to invite them to suggest an alternative course. The Harbour Master has already taken exceptionally strong measures, and on 17th June the owner of a boat was convicted of the offence referred to and sentenced to two months' imprisonment with hard labour, and no case has occurred since then. With regard to the difficulty the Police have in this matter, the Harbour Master reports as follows:—"I would point out that the Police have always had great difficulty in seizing boats which put their runners on board ships under way, both outside and inside the Harbour. If the Police patrol is on one side in sight, they board on the other side. The boat shoves off at once and is lost amidst sampans, cargo boats, etc., lying about." It is true that I pointed out that the infliction of fines on persons who are found to have illegally boarded a vessel has proved no deterrent, but I am of opinion that if Masters will arrest and hand over to the Police or prosecute such persons and the Magistrates impose sentences of imprisonment instead of fines, they will be found to be deterrent. If not, the alternative of cancelling the licenses of Boarding Houses which tout in this way will be considered. It appears, however, from your letter, that the Owners are afraid of incurring a "boycott" not only if they themselves prosecute but even if the Police do so.

3. With regard to the remedial measure proposed in your third paragraph:



(a) I regret that I was in error in stating in my letter of 8th May 1911, that the onus of proof lies on the Master of a ship. It is on the person charged;

(b) I attach a minute by the Assistant Registrar General dated the 4th July, 1911, on the question of registration of Boarding House runners. As regards the recommendation "to inflict a very severe punishment on any unregistered runner who boards a ship," I may observe that in the first place this cannot be done unless the man is arrested or summoned or reported to the Police, and in the second place that the punishment lies with the Court and not with the Executive Government;

(c) The penalties for illegal boarding are quite heavy. That they should have proved inadequate is due not to their want of severity but rather to the fact that owing to the reluctance of the Shipping Companies to arrest or prosecute, they are not often sufficiently imposed. To meet this difficulty the draft Ordinance enclosed has been prepared: you will observe that it makes it compulsory upon Masters of vessels to make a full report to the Harbour Master if they are illegally boarded, under penalty for neglect to do so. All Masters being equally liable, it is suggested that no particular ship would incur special liability to "boycott." I shall be obliged if you will favour the Government with the views of your Committee as to the utility of this section which is strongly advocated by the Harbour Master;

(d) In reference to the fourth remedial measure suggested, I am directed to quote the following minute by the Harbour Master: "I do not think that one launch would be able to make an efficient patrol, as these ships, are reported at times, boarded off Gap Rock and Lingtin Island, which places are 25 miles distant from the proposed Police base. I am of opinion that if ships coming to this Port with Chinese passengers would stand in close to Gap Rock, and signal through, either, by day or night, to the Water Police saying what time they would arrive at Green Island, and, asking the Police to meet them there, it would have a deterrent effect. The s.s. "Fook Sang" of Messrs Jardine, Matheson and Company has done this for the last six months with success. Should any runner come on board he should be arrested by the ship and turned over to the Police on arrival."

4. The Government is fully alive to the dangers referred to in your 4th paragraph.—I am, &c.,

WARREN BARNES, Colonial Secretary.

The Secretary, Hong Kong Chamber of Commerce.

Draft Sections Amending the Merchant Shipping Ordinance, 1899.

1. There shall be added at the end of Section 22 of the Principal Ordinance the following additional sub-section:

(7) If any person not being in His Majesty's service makes fast or causes to make fast to a ship under way within the waters of the Colony any boat or other vessel unless with the permission of the Master or Officer in charge of such ship, every such Master shall, within twenty-four hours after arrival at any Port of the Colony, report the fact to the Harbour Master or his Deputy, and shall give such other information in his possession as may be required of him. Any Master who wilfully disobeys or neglects to comply with the provisions of this sub-section shall be liable to a penalty not exceeding twenty-five dollars.

2. Section 26 (1) of the Principal Ordinance is hereby amended by the omission of the words "other person in charge of any ship to take into custody and deliver up forthwith" and the substitution of the following "any Officer of the ship authorised so to do by the Master of any ship to take into custody, and detain until it is possible to deliver up," &c.

Minute of 4/7/11, by the Assistant Registrar General.

Re 3b of Chamber of Commerce's Letter.

1. I do not see how registering Boarding House runners affects the point at issue, which is primarily to prevent sampans and launches making fast to a ship underway. Stop the launches and sampans making fast while under way and no Boarding House runner can get on board, till the ship anchors. Looking at the thing from the passengers point of view it is an advantage to give over the luggage to a Boarding House runner who is then responsible for it, then when the ship reaches the buoy the passenger has no trouble fighting to get his luggage off. It is all in charge of the Boarding House runner and the passenger gets in the sampan or launch, and his luggage is brought to the Boarding House by the Boarding House fokei in a separate sampan.

2. I have spoken to several of Boarding Houses and they did not seem to lay any stress on having their fokeis board before the ship is tied up. But as long as one does, all will; the assisted Boarding Houses do not meet ships from Singapore. The system is that the sampan gets 30 cents a head for every passenger brought to the Boarding House, the Boarding Houses engage the sampans, but they only get paid according to the number of passengers brought to the Boarding House, a fokei goes in the sampan. If there are a large number of passengers expected, a launch will be engaged, and be paid on the same system.

3. I have seen myself while sailing through the Harbour, a crowd of launches towing empty cargo boats waiting to make fast to a Singapore steamer. If such empty cargo boats make fast inside it is extremely difficult for passengers to reach sampans which are so much



lower than an empty cargo boat, and there is every reason for passenger boats to make fast first.

4. Each Boarding House fokei could wear a badge (like Assisted Boarding Houses on ships leaving for Singapore) and each Boarding House could be allowed so many badges according to the number their Boarding House accommodates, but I do not think the Shipping people object to the presence of fokeis on board after the ship is tied up. The aim of the Shipping people is to get off the passengers as soon as possible in order to work cargo.

5. The whole matter lies in the hands of the Shipping people, the Harbour Master, and Water Police. If the Shipping people would make use of the present law they would soon put an end to the trouble, but the other day Sassoon's begged that the law might be not enforced as it was important to get their ships away quickly.

JOHN D. LLOYD.

The Honourable,  
The Colonial Secretary,

Colonial Secretary's Office,  
Hongkong, 26th Septemer, 1911.

Sir,—I am directed to draw your attention to the letter from this department No. 1986/11 of the 15th ultimo, and to inform you that His Legislative Council the enclosed draft of a bill amending sections 22 and 26 (1) of the Merchant Shipping Ordinance.—I am, Sir, your obedient servant,

WARREN BARNES, Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

Draft Section Amending the Merchant Shipping Ordinance.

1. There shall be added at the end of section 22 of the Principal Ordinance the following additional sub-section.

(7.) If any person not being in His Majesty's service makes fast or causes to be made fast to a ship under way within the waters of the Colony any boat or other vessel unless with the permission of the master or officer in charge of such ship, every such master shall, within twenty-four hours after arrival at any port of the Colony, report the fact to the Harbour Master or his Deputy, and shall give such other information in his possession as may be required of him. Any master who wilfully disobeys or neglects to comply with the provisions of this sub-section shall be liable to a penalty not exceeding twenty-five dollars.

2. Section 26/1 of the Principal Ordinance is hereby amended by the omission of the words "other person in charge of any ship to take into custody and deliver up forthwith" and the substitution of the following "any officer of the ship authorised so to do by the master of any ship to take into custody, and detain until it is possible to deliver up" &c.

Hongkong Chamber of Commerce,  
Hongkong, 9th October, 1911.

Sir,—I have now the honour to reply to your letter of the 15th August, 1911, (No. 1986/11) on the subject of the boarding of incoming steamers by Chinese.

The matter has been carefully considered by a Committee of Shipping experts whose report is here set forth:—

1. Generally speaking the Government's reply is very disappointing, inasmuch as notwithstanding the careful and clear manner in which the case has been laid before them practically no progress whatever, appears to have been made towards the end in view, and much of what the Colonial Secretary writes is more or less merely a reiteration of previous correspondence on the subject.

2. With regard to paragraph 2 of the letter in question, we have already explained that to prosecute the actual boarders of vessels is useless, as the real offenders, viz, their employers, the Boarding House proprietors, are not affected thereby, and it is certain that such prosecution would not in any way act as a deterrent. We still admit the fear of a "boycott," and we submit it is not for us but for the Government to suggest means whereby the laws of the Colony can be enforced without the trade being paralysed. As regards the Harbour Master's Minute, stating, that the boats which put runners on board a vessel immediately mix with other craft, thus making it extremely difficult for the Police to effect any seizure, this no doubt is perfectly correct so far as boarding in the Harbour is concerned, but it does not apply when the boarding takes place well outside, as it would be impossible for the boats to escape detection in the manner described, say, near Lamma Island. It is this boarding outside the Harbour Limits which is our principal cause for complaint, little trouble as a rule being experienced in the Harbour itself.

3. We note from paragraph 3 (a) that the onus of proof lies on the person charged, not on the Master of a ship, but we would point out that the sub-section (b) merely again raises the point regarding the prosecution of runners which has been fully dealt with already. As regards the question of a patrol launch we do not agree with the views of the Harbour Master as set forth in (d). It is true that boarding might take place within a large radius of the Police base, but it must not be overlooked that to get to any spot, say within twenty-five miles



of the Colony in the direct track of vessels coming from Singapore, launches with sampans in tow would have to pass the Patrol boat, as it is hardly likely they would take the trouble to proceed out through Lyeemun and around the back of Lamma Island to attain their object. It would be the duty of the Patrol boat of course to stop and question any launches or sampans, whose movements were suspicious, and we think that a serviceable Police launch stationed between the West side of Lamma Island and the East side of Dumbell Island would afford sufficient protection of the kind required not only for ships carrying coolie passengers but for all vessels entering the Colony from that direction. It must be remembered that all launches leaving the Harbour Limits are supposed to obtain permits from the Harbour Office, and the suggested Patrol launch could see that this regulation in common with many others was being complied with.

4 The proposed amendment of the Shipping Ordinance, 1899, would in our opinion merely mean the compulsory prosecution of the runners actually boarding vessels, and, as has appeared clearly in the correspondence which has passed on the subject, such prosecution has proved abortive. Besides, it is not at all certain that the simple reporting by the Master of a vessel, of a case of boarding, would necessarily lead to even the apprehension of the runners concerned. As already explained in our previous letters, owing to launches and sampans having their numbers, &c., covered up the Master would usually not be able to give any particulars of the craft, and it is very doubtful whether the fact of such reporting being compulsory would prevent the possibility of a "boycott." Very probably the Chinese concerned would not understand the position, and we fear that trouble would be extremely likely to result. In addition we might point out that whereas outside the Harbour the Officers are always aware when their vessel is boarded, it is a different matter inside, when the navigation of the ship is claiming the attention of all concerned, and cases of boarding might then easily be overlooked and not reported.

5. The Colonial Secretary states (Para. 4) that the Government are fully alive to the dangers referred to in paragraph 4 of your letter of June 13th, and we strongly recommend that your Chamber should enquire as to what steps the Government intend taking to meet these dangers which we need hardly mention, in view of the present position of the opium trade, are all the time becoming more acute. It is quite obvious that the practice of boarding steamers outside the Harbour Limits allows unlimited scope for opium smuggling, and renders inoperative the Quarantine Regulations of the Colony when they are in force. These questions are of course apart from that now being dealt with, viz., the inconveniences and hardship to Shipmasters and Owners, but they are of considerable importance to the commercial interests of the Colony.

In view of the above opinion, which as been arrived at after careful deliberation, my Committee do not consider that the proposed legislation will be productive of the benefit which it has for its object to secure, but on the contrary may adversely affect the shipping interests of this Port.

They therefore support the suggestion of the institution of a Patrol boat service on the lines set out in the foregoing report, as being, so far as the Committee can see, the only practical solution of a pressing difficulty.—I am, &c.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

Colonial Secretary's Office,

21st October, 1911.

Sir,—In reply to your letter of the 9th instant I am directed to inform you that, in view of the adverse opinion expressed by your Committee, His Excellency the Governor does not propose to proceed with the draft bill enclosed in my letter No. 1986/11, of the 26th ultimo.

2. The Harbour Master reports that (probably owing to the exemplary sentences lately passed on offenders who were caught boarding incoming steamers before anchoring) there have been no cases reported of boarding steamers under weigh outside the Harbour Limits, and this has recently been confirmed by the Honourable Mr. Ross, who states that Messrs Jardine Matheson & Co., Ltd., have had no cause of complaint in this matter for the last four or five months. In these circumstances His Excellency proposes to take no further action, pending any further reference from your Committee.—I am, &c.,

WARREN BARNES, Colonial Secretary.

The Secretary, The Chamber of Commerce.

## P

### RESTRICTIONS PLACED UPON THE OPIUM TRADE IN FOOCHOW.

Hongkong, 9th April, 1911.

Dear Sir,—We beg to enclose for the information of your Chamber copies of our letters of 10th and 18th instant to the Colonial Secretary, and 18th instant to H.M.'s Consul-General at Canton on the Opium question,—I am, &c.,

DAVID SASSOON & CO. LTD.

E. D. SASSOON & CO.

The Secretary, Hongkong General Chamber of Commerce.



Hongkong, 10th April, 1911.

Sir,—We enclose for your information copy of a proclamation issued by the Taotai of the Constabulary of Foochow, together with a translation thereof.

According to the Proclamation, the Opium trade in that district must come to an end, in three stages, by the end of the sun moon. We must strongly protest against this Proclamation.

Last December certain regulations were published in the "Man Po" newspaper at Foochow re the suppression of opium smoking in that district, and on the 30th of that month we addressed you as follows:—

"As the time for such suppression has been fixed by agreement between Great Britain and China, we submit that the latter has no right to shorten that period in so far as foreign Opium is concerned. We do not know what view H. M's Government will take on this point, but should it be willing to allow China to go beyond that agreement, the British merchants who have a very large interest at stake are entitled to be first considered in the matter. They should be notified and given sufficient time to sell their stocks and obtain their money from the purchasers. The interdiction of smoking would mean the entire stoppage of the trade—there will be no demand for opium and the stocks in hand would be unsaleable. Would China or H. M's Government compensate the merchants for any losses incurred?"

As the principle involved is far-reaching and the matter is of great importance, we shall be much obliged if His Excellency the Governor will be good enough to wire H. E. the Minister at Peking to take immediate steps to secure the withdrawal of the Proclamation in question.—We have, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

Hon. Mr. C. Clementi, Colonial Secretary,

Lui, director of the Opium Suppression Bureau of the Fukien Province and Taotai of Police issues a notification for general information. Whereas an Imperial Edict has now been received urging rapid progress to be made in the matter of the suppression of Opium by paying attention to the suppression both of growing and smoking of Opium, I, the Taotai have established this Bureau, in accordance with my orders, to direct generally the suppression. It is on record that since the commencement of its operations, the officials of various districts have been directed to co-operate with the honest and upright gentry of the community in forming, first the Opium-Suppression Bureau to carry into effect without delay the various resolutions of the Deliberative Council. Subsequently in conjunction with the members and gentry of the Poison-Eradication General Association, regulations 4 in number, have

been satisfactorily decided on and submitted to H. E. the Viceroy for directions, H. E's. approval of same has now been received, directing steps to be taken as suggested. In addition to sending out despatches to various officials, it is my duty to issue a notification for general information. The raw-opium and prepared opium shops and all classes of the population—both civil and military—in the whole district are hereby notified that after the issue of this notification, you must all observe the regulations set forth in the attached list. If any intentionally commits a breach of these prohibitions, he shall, on discovery and arrest, be punished according to the regulations and severely dealt with without leniency. Do not say that you have not been fore-warned. All must respectfully obey this special notification.

Notifications issued on the \_\_\_\_\_ day, 2nd moon of the 3rd year Suen Tung.

1. The prepared-opium shops shall be forced to close at 3 respective periods. It is fixed that those shops that undertake the payment of prepared opium tax of under 1 tael a day shall give up business within the 3rd moon of the 3rd year of Suen Tung; those undertaking the payment of prepared opium tax of under 2 taels a day shall give up business within the 6th moon of the 3rd year of Suen Tung, and those undertaking the payment of prepared opium tax of over 3 taels a day shall give up business within the 9th moon of the 3rd year of Suen Tung. In the event of delay in giving up business at the appointed time, a fine not less than \$100, and not exceeding \$500, shall be imposed and the shop and house shall be attached, sold and confiscated.

1. It is fixed that within 10 days after the issue of this notification all sales (of raw opium) shall be prohibited in raw opium shops retailing raw opium and in other shops selling raw opium in addition to carrying on other lines of business. Any opposition or infringement shall be punished as in the preceding clause. Raw Opium shops with a capital of over \$10,000 shall be allowed, within 10 days after the issue of this notification, to apply at the Bureau for a certificate for carrying on business to sell only raw Opium; carrying on another line of business in addition shall not be allowed. Those certificated raw opium shops shall also give up business within the 9th moon of the 3rd year of Suen Tung. Any opposition or infringement shall be punished as in the preceding clause.

Raw Opium shops—purchasing foreign Opium at this port or outside ports—shall apply to the Poison Eradication Association for a triple document. No charge will be made in applying for these triple documents. Raw Opium purchased without a triple document shall be treated as smuggled raw Opium. As soon as reported and discovered, one half the smuggled raw Opium shall be appropriated as reward, and the other half confiscated. The Raw Opium confiscated shall be destroyed by fire in accordance with the regulations, and the raw Opium appro-



priated as reward shall be sold only to the prepared Opium shops and shall not be allowed to be sold to other people in order to prevent private preparation of the Opium.

1. The smoker's certificate shall be renewed once every 3 months.

All smokers shall, in accordance with the regulations of the Board, actually reduce the degree of their craving; for example, a man who smokes one mace of Opium a day, shall reduce his craving successively at 3 respective periods of 3 months each; he should smoke 3 candareens of Opium less in each period, until he is cured of the craving of smoking Opium in the 11th moon of the 3rd year of Suen Tung. Reductions in the quantity of Opium smoked, whether it be more or less, shall be in the same ratio. Curing oneself of the craving beforehand is a happiness in itself, while failing to do so at the appointed time shall be visited with condign punishments according to the regulations.

Hongkong, 18th April, 1911.

Sir—We are informed by the Kiangsi Opium dealers that on Sunday the 16th inst. four shops were closed in Canton by the Nam Hoi Magistrate. These shops are forwarding agents for the Kiangsi dealers, and are only engaged in the wholesale raw Opium trade. The names of the shops are as follows:—

Chung Hop,	established for over 30 years.
Yau Lee,	„ „ „ 20 „
Fook Loong,	„ „ „ 10 „
Shun Ye Shui,	„ in Namhung over 50 years. and in Canton 10 years.

The Samshui Magistrate has also closed the Fook On Loong hong at Samshui. This hong does not deal in Opium, but is merely an agency for the above hong for forwarding Opium to Kiangsi.

The closure of the above shops is due to a petition by the Kwangtung Opium Farmers to the Anti-Opium Bureau alleging that smuggling is carried on, and asking the Bureau to punish the dealers, so that there may be no loss in the collection of tax: In the petition, a copy of which is in our possession, it is also stated that they (the Farmers) approached you on the matter and that you informed them that should there be any smuggling you will not interfere, as it is within the rights of the Chinese to deal with such cases as they think fit, so, "we, the petitioners, assure the Bureau that the foreigners will not protect these people." The Bureau accordingly ordered the peremptory closing of the shops.

We must strongly protest against the high-handed action on the part of the Kwangtung officials. The Kiangsi dealers assure us that all the Opium going to Kiangsi via Kwangtung receive at destination official certificates from the local authorities. These certificates are

sent to Kwangtung to satisfy the farmers that the shipments are bona-fide, and we understand that this arrangement originated with the Farmers themselves.

Now, without the least proof that any of the above shops have in any way smuggled Opium back to Kwangtung, apart from the fact that H. M's. Government do not recognise the tax, the Bureau have arbitrarily ordered the closing of all the shops. By the closure of these hong Opium cannot go to Kiangsi from Hongkong, and the object of the farmers is to force the Kiangsi dealers to buy their Opium in Canton, on which the Kwangtung tax has been paid.

We shall therefore be much obliged if you will take such steps as will enable the above shops to continue their business as hitherto.—We have, &c.,

DAVID SASSOON & CO., LTD.

E. D. SASSOON & CO.

J. W. Jamieson, Esq., H. M's. Consul-General, Canton.

Hongkong, 18th April, 1911.

Sir,—We have the honour to enclose for your information copy of a letter we have addressed the Consul General at Canton, re the closure of certain Opium shops at Canton and Samshui.

In this connection we would refer you to our letter of the 8th inst., in which we commented on Mr. Jamieson's remark to the Viceroy that "in the event of such irregularity being proved, I have no objections to offer to condign punishment being inflicted."

As you will see from the enclosed letter, this attitude of the Consul-General has had the effect of encouraging the Canton Farmers to take drastic steps in regard to the shops trading with Kiangsi.—We have, &c.,

DAVID SASSOON & CO., LTD.

E. D. SASSOON & CO

Hon. Mr. C. Clementi, Colonial Secretary

His Majesty's Consulate, Foochow,

April 24th, 1911.

Sir,—I am in receipt of your despatch of the 13th inst., forwarding copy of a joint letter from Messrs D. Sassoon and Co., and E. D. Sassoon and Co., enclosing translation of a Proclamation issued by the Taotai of Police at Foochow, and asking if I can supply you with any further information on the subject,

Both the regulations of which you enclose a translation, and the regulations previously issued have formed the subject of written and telegraphic communications from me to His Majesty's Minister at



Peking. I pointed out the evils which would result from their enforcement, the unfairness to traders, the risk of large claims for undelivered stock, and the breach (as I regard it) of the agreement between the two Governments to trade in Opium until the year 1917.

I have as yet received no information from His Majesty's Minister, but it is generally rumoured, and a statement appears in this sense in the local native newspapers, that my representations have resulted in telegraphic instructions having been sent by the Wai-Wu-Pu to the Viceroy to withdraw or modify the objectionable regulations.

I have, however, no official confirmation of this report, and regret that I am not as yet in a position to give you any further information regarding it.—I am, &c.,

E. C. WERNER, H. M. Consul,  
The Honourable, The Colonial Secretary

Hongkong, 7th June, 1911.

Sir,—We have the honour to enclose for your information copy of a letter of to-day's date addressed by us to the Colonial Secretary with reference to the Opium question.—We have, &c.,

DAVID SASSOON & CO., LTD.  
Hon. Mr. E. A. Hewett, Chairman,  
Hongkong General Chamber of Commerce,

Hongkong, 7th June, 1911.

Sir,—Since we had the honour to address you last on the 1st inst., we have received further particulars from our Agent at Foochow relating to the position there, to the effect that the restrictions are still in force and business remains at a standstill.

The principal districts affected are Ku Tien Hsien, Tstung, An Hsien, Yang Kiu, Chen Sha, Hsien (Saryune) Yu Chil Hsien, Chien Ping, and Yien Ping Fu, which you will observe cover a very considerable area.

We are further informed that H. M.'s Consul has received instructions from H. M.'s Minister to insist upon the withdrawal of all local restrictions which interfere with the wholesale trade and although this may in a measure be considered satisfactory, the most important point involved, viz., that of the abolishment of all restrictions both local and in the interior on the retail trade has been overlooked, or is being purposely avoided. The interior trade is practically all retail, and, with that abolished, there can be no wholesale business and the new agreement is rendered nugatory and farcical.

We trust to receive early information of the steps you have taken in this matter.—We are, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.  
Hon. Mr. C. Clementi, Colonial Secretary

Hongkong, 14th June, 1911.

Sir,—We beg to enclose for your information copy of a letter of to-day's date addressed by us to the Colonial Secretary on the Opium question.—We have, &c.,

DAVID SASSOON & CO., LTD.,  
The Hon. Mr. E. A. Hewett,  
Chairman, Chamber of Commerce,

Hongkong, 14th June, 1911.

Sir,—Since we last had the honour of addressing you we have received a letter from our Agents at Foochow as follows:—

“The condition of Article VII. of the new treaty to which you refer, appears to us to have a loop-hole for subterfuge on the part of the Chinese Government, as it merely alludes to the withdrawal of all restrictions on the wholesale trade, whereas, to have been more explicit, and to have done away with any doubt as to the meaning it was meant to convey; it should no doubt have read ‘all restrictions interfering with the wholesale trade.’

“Although you addressed the Colonial Secretary on the 1st inst. and the matter was referred by him to H. M. Minister by telegram, the restrictions still remain in force and business continues at a standstill. The triplicate licence has not been withdrawn and the Opium Boilers' Tax now amounts to \$700. per picul, it having been increased from \$420. to that figure just four days prior to the signing of the new agreement on the 8th ulto.”

Our Agents also add that from the 16th May to the 10th of June deliveries of Opium ex Customs Bonded Godown amount to 4 chests only. The extent of loss to our business will be apparent to you from this fact.

We trust that our Minister at Peking has given formal notice to the Chinese Government that the merchants intend claiming for any losses that they may incur owing to this unwarranted interference with our trade.—We have, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.  
The Hon. Mr. W. D. Barnes, Colonial Secretary.



## CANTON OPIUM QUESTION.

Hongkong, 16th June, 1911

Sir,—We beg to enclose copy of a letter we have addressed to the Colonial Secretary on the Opium question.

We would request the Chamber to be so good as to take the matter up. We feel sure that all British Merchants must feel keenly the humiliating position of the British Government in finding an agreement only recently entered into with the Chinese Government being deliberately broken and that the protests made by the merchants engaged in the trade have been so far without effect.—We have, &c.

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

Hon. Mr. E. A. Hewett, Chairman,  
Hongkong Chamber of Commerce,

Hongkong, 16th June, 1911.

Sir,—Persistent rumours of a reliable nature have reached us recently to the effect that the Canton Authorities are considering the question of establishing an Opium Farm there, in other words, they intend to institute an Opium Monopoly in a new form. This will be detrimental to our trade.

Although the scheme has not yet taken definite shape, we do not think it premature to bring this matter forward now, as it is well to enter our protest at once in order to prevent the wholesale trade from being thrown into confusion, which will be the case if the establishment of a farm is persisted in.

In Foochow our trade continues to be at a standstill owing to the action of the Provincial Authorities, regarding which we have at various times addressed you.

Owing to the recent heavy increase in Duty and Likin from Haikwan Tls. 110 to Tls. 350, agreed to by H. M. Government, it was hoped that the condition contained in Paragraph VII. of the Agreement would be strictly adhered to by the Chinese, and insisted upon by the British Government. This Paragraph was practically a dead letter from the moment the Agreement was signed and our trade continues to be harassed by the old obstructions and restrictions. It is stipulated in the clause above referred to that the "Chinese will at once cause to be withdrawn all restrictions placed by the Provincial Authorities on the wholesale trade in Indian Opium, etc." and that should the conditions not be duly observed "His Majesty's Government shall be at liberty to suspend or terminate this Agreement at any time." In view of this arrangement we would inquire what steps the British Government intend to take to insist upon the agreement being respected.

At Foochow we hold a heavy stock of Opium which is unsaleable owing to restrictive measures, and our losses are accumulating. As

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previously requested we trust you have advised the British Minister to formally notify the Chinese Government that the British Merchants will claim for all losses they may sustain.—We have, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

Hon. Mr. W. D. Barnes, Colonial Secretary,

Hongkong, 26th June, 1911.

Sir,—We beg to enclose for your information copy of a letter of to day's date with the enclosures referred to therein, addressed by us to the Colonial Secretary on the Opium question.—We have, &c.,

DAVID SASSOON & CO., LTD.  
Hon. Mr. E. A. Hewett, Chairman,  
Hongkong Chamber of Commerce,

Hongkong, 26th June, 1911.

Sir,—We beg to enclose a copy of a letter we have addressed H. B. M.'s Consul-General at Canton re a reported establishment of a monopoly and increase in the taxation of Opium at Canton.

The translation referred to in our letter to the Consul-General is also enclosed for your information.

We shall be much obliged if H. E. the Governor will also make representations on the matter to the Consul-General as well as to H. B. M. Minister in the hope that the scheme will be frustrated in time.—We have, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

The Hon. Mr. W. D. Barnes, Colonial Secretary,

Hongkong, 24th June, 1911.

Sir,—We beg to enclose for your information a cutting which has appeared in all the local Chinese papers together with a translation of same, regarding a suggestion to establish a monopoly for the sale of prepared Opium. You will find particulars of the scheme from the enclosed copy of the translation.

Our dealers inform us that the scheme has been approved of by the Viceroy, and that it is to come into force on Monday, the 26th inst. They further inform us that all the prepared Opium shops must take out licences from the new Farmer, and only those holding the Farmer's licence can boil and sell only to the licencees, and the old system of triplicate permits for the purchase and sale of raw Opium will again be enforced.



The charge of 40 cents per tael for the so-called Anti-Opium medicine which is to be mixed at the time of boiling, is simply an ingenious method of taxing Opium. It will amount to \$10. per ball, or \$400. per chest.

We submit that the above scheme is a violation of the New Treaty, and we shall be obliged if you will kindly enter a strong protest with the Viceroy.

We are sending a copy of this letter to the local Government.—  
We have, &c.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

J. W. Jamieson Esq., C. M. G., H. B. M. Consul-General, Canton.

A merchant has suggested to the Canton Viceroy an effective way of helping Opium smokers to rid themselves of the habit. The prepared Opium dealers should be required to add four candareens of Anti-Opium medicine to each tael of prepared Opium.

For each candareen of this medicine the charge is 10 cents. That is, for every tael of prepared Opium, an extra charge of 40 cents.

The compound in the Opium will have the gradual effect of lessening the tendency to indulgence of Opium smokers. The sale of the Anti-Opium medicine is to be monopolised.

As regards the preparation of Opium, only the prepared Opium dealers will have the privilege, while the consuming public will be strictly forbidden to turn raw into prepared Opium. All the labourers employed to prepare Opium must be registered and photographed.

They are required to report daily on the quantity of Opium they have prepared and they must give the names of the owners of shops for whom they have prepared the Opium.

The suggestion of the merchant, it is reported, has been acted on.

Hongkong, 28th June, 1911.

Sir,—We beg to enclose for your information copy of a letter received from H.M. Consul-General at Canton in reply to our communication referred to in our letter to you of 23th June re Opium.—We have, etc.,

DAVID SASSOON & CO., LTD.

Hon. Mr. E. A. Hewett, Chairman,  
Hongkong Chamber of Commerce.

H.B.M. Consulate-General, Canton,  
Canton, 27th June, 1911.

Gentlemen,—I am in receipt of your letter of the 24th instant on the subject of a proposed new tax on prepared Opium, which you hold to be a violation of the agreement of May 23th last.

In reply I beg to state that I have so far no information of such a levy being enforced here. The Provincial Authorities, it is true, are considering ways and means of taxing prepared Opium which shall not conflict with the recent Agreement, but until their plans are matured one cannot form an opinion as to whether or not they constitute an infraction thereof.

I am explicitly instructed by His Majesty's Minister that immunity from taxation in port of import applies to raw Opium only, farther, that I am to take special care to see that no provincial restrictions or taxation are introduced.

On the other hand, the Imperial Edict of May 9th, the terms of which have been approved by His Majesty's Government, directs that the Provinces are to redouble their efforts effectively to carry out the prohibition of production, the smoking and the transport of Opium. Accordingly, any steps taken to increase the charges on the prepared form of the drug, to render smoking irksome or expensive, to regulate the issue of Licences, etc., would not appear to form subject of legitimate protest.—I am, etc.,

(Signed) J. W. JAMIESON, ;  
Consul-General.

Messrs. David Sassoon and Co., Ltd., and E. D. Sassoon and Co.

Hongkong, 29th June, 1911.

Sir,—We beg to enclose for your information copy of a letter of yesterday's date addressed by us to H.B.M. Consul-General at Canton on the Opium question.—We have, etc.,

DAVID SASSOON & CO., LTD.

Hon. Mr. E. A. Hewett, Chairman,  
Hongkong Chamber of Commerce.

Hongkong, 28th June, 1911.

Sir,—We have the honour to acknowledge the receipt of your letter of the 27th inst., informing us that so far no information has been received by you of a proposed new tax being enforced at Canton.

Very strong reports continue to be received by us to the effect that a scheme for the taxation of Opium is being devised in a form calculated to interfere with the wholesale trade, and we are anxious that the Chinese authorities should be reminded at this stage and before their plans are matured that no interference with the wholesale trade will be permitted, and that the terms of the new agreement must be respected. With the duty and likin increased from Tls.110 to Tls.350, any attempts to interfere with the wholesale trade would involve us in



heavy losses. We would therefore request you to be so kind as to take such steps as you may think best to protect the interests of British trade.—We have, etc.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

J. W. Jamieson, Esq., C.M.G.,  
H.B.M. Consul-General, Canton.

Hongkong, 29th July, 1911.

Dear Sir,—We beg to enclose for the information of your Chamber copy of our letter of the 28th inst addressed to H.B.M. Consul-General at Canton re Opium.—We are, etc.,

DAVID SASSOON & CO., LTD.

E. A. M. Williams, Esq., Secretary,  
Hongkong Chamber of Commerce.

Hongkong, 28th July, 1911.

Sir,—With reference to the new medicine tax, we have the honour to inform you that the following telegram, dated Peking, the 25th inst., was published in the "Hongkong Daily Press," as well as in the native papers:—

"An Imperial Edict has been issued which enjoins strict compliance with the Opium agreement in the Provinces, particularly in Kuangtung, and holds the Viceroy responsible for the suppression of illegal taxation."

It was expected that the withdrawal of the proclamation would follow immediately on its wake, so far this has not been the case, and in consequence the trade continues at a standstill.

Though this medicine tax has not yet been enforced, and we understand an application by a dealer has been refused and it may be therefore considered virtually withdrawn, yet as long as the proclamation is allowed to stand confidence cannot be restored.

For the week ending yesterday the total deliveries of Bengal Opium from this port amounted to 12 chests only. This figure will indicate to you how demoralised the trade is now.

We shall therefore be much obliged if you will take such steps as will secure the immediate withdrawal of the proclamation.—We have, etc.,

DAVID SASSOON & CO., LTD.

J. W. Jamieson, Esq., C.M.G.,  
H.B.M. Consul-General, Canton.

PROHIBITION OF IMPORT INTO CHINA OF PERSIAN  
AND TURKISH OPIUM.

Colonial Secretary's Office,  
Hongkong, 25th July, 1911.

Sir,—I am directed to inform you that Sir J. Jordan has been officially notified by the Chinese Government that they have decided to prohibit entry into, and transit between ports in, China of Persian and Turkish opium as from the 1st January, 1912.—I am, etc.,

WARREN BARNES,  
Colonial Secretary.

The Secretary, The Hongkong General Chamber of Commerce.

Customs Notification.

Importation of Non-Indian Opium Into China.

The British Indian Government has already made an agreement by which the export of the Indian drug from the ports of that country to China will be annually diminished at a rate which will secure the extinction of the trade in 10 years from 1908.

To secure that the importation of other Opium shall be diminished pari passu with the Indian drug up to extinction point the appended three rules governing the importation of non-Indian Opium in to China will come into force on the 1st January, 1909, in accordance with instructions received through the Inspector General:—

(1) From the 1st January, 1909, Persian and Turkish Opium may only be imported into Chinese treaty ports under special permits to be obtained from the Commissioner of Customs at Kowloon, one permit for every chest. These permits to state that the Opium covered by them may be transported to any treaty port in China, paying, after arrival, duty and likin in accordance with regulations. Persian and Turkish Opium imported into any part of China without permits will be confiscated.

(2) Taking 1,125 piculs as an average figure of recent annual importation into China of Persian and Turkish Opium, beginning from the year 1909, the amount for which Special Permits will be issued will be decreased every year by one-ninth, i.e., by 125 piculs. In 1909 permits will therefore only be issued for 1,000 piculs, and this figure will be decreased similarly in each of the seven following years. After 1916 no more permits will be issued, and the importation into China will cease like that of Indian Opium.

(3) Such special permits will only be issued to merchants known by the Maritime Customs to have been engaged in the Persian and



Turkish Opium trade, and will be distributed among them in proportion to the average number of piculs imported by each of them into China during the years 1903 and 1907.

Custom House, Kowloon, 30th June, 1908.

W. R. M. D. PARR,

Acting Commissioner of Customs for Kowloon and District.

Hongkong, 27th July, 1911.

Dear Sir,—We beg to acknowledge receipt of your favour of the 27th inst. in regard to the decision of the Chinese Government to prohibit entry into and transit between ports in China of Persian and Turkish Opium as from 1st January, 1912.

We have already addressed a letter to the Colonial Secretary, and have requested him to telegraph to Sir John Jordan on the matter.

We have much pleasure in sending you enclosed a copy of the above letter, and trust your Committee will support the views expressed therein.—We are, etc.,

DAVID SASSOON & CO., LTD.

The Secretary, Hongkong Chamber of Commerce.

Hongkong, 27th July, 1911.

Sir,—We have the honour to acknowledge receipt of your letter of the 21st inst., informing us that Sir John Jordan has been officially notified by the Chinese Government that they have decided to prohibit entry into and transit between ports in China of Persian and Turkish Opium as from 1st January, 1912.

A Customs notification was issued on the 30th June, 1907 (as per your letter of the 21st August, 1908), a copy of which we beg to enclose. You will observe that this notification has for its object "to secure that the importation of other Opium will be diminished pari passu with the Indian drug up to extinction point, etc."

Clause 2 of the notification reads as follows:—

"Taking 1,125 piculs as an average figure of recent annual importation into China of Persian and Turkish Opium, beginning from the year 1909, the amount for which Special Permits will be issued will be decreased every year by one-ninth, i.e., by 125 piculs. In 1909 permits will therefore only be issued for 1,000 piculs, and this figure will be decreased similarly in each of the seven following years. After 1916 no more permits will be issued, and the importation into China will cease like that of Indian Opium."

On the strength of this notification we have been carrying on our business in Persian Opium, and it is hardly credible that five months

should be considered sufficient time to bring an important trade, in which we are still largely involved, to an end. As you will observe from the notification, the China market is restricted to the number of permits issued in diminishing number each year, we have not therefore a free hand to liquidate our Persian business within the period of five months, as all our permits for this year are nearly exhausted.

It may be suggested that Persian Opium is not entirely confined to the China market. This is so to a certain extent, but for some qualities of Persian Opium the demand is practically limited to the China market. Furthermore, it would manifestly be extremely unfair to close China against us without reasonable notice and place us at the mercy of the limited outlets available which have already become very difficult to deal with in consequence of the large quantity of uncertified Bengal thrown on the market at very cheap prices.

We would request you to cable to Sir John Jordan, laying these important facts before him and impressing upon him the necessity of negotiating with the Chinese Authorities for more liberal terms, so as to enable us to withdraw from the Persian trade without incurring heavy losses.—We have, etc.,

DAVID SASSOON & CO., LTD.

E. D. SASSOON & CO.

The Hon. Colonial Secretary,

Hongkong General Chamber of Commerce,  
Hongkong, 29th July, 1911.

Sir,—I beg to inform you that Messrs. Sassoon and Co. have forwarded to the Chamber of Commerce copy of their letter of the 27th inst. dealing with the importation of Persian Opium. The facts as set forth in their letter are clearly stated and explain themselves.

After full consideration, the Committee of the Hongkong Chamber of Commerce are agreed that the protest made by Messrs. Sassoons is a reasonable one.

British Merchants engaged in the Opium trade were justified in believing that they could continue to deal in Persian Opium on the same terms as the Indian drug as no notice to the contrary has been given by the British Government, nor did China make any pronouncement as to its future policy on the question during the recent negotiations.

In the opinion of this Chamber, the merchants are justified in asking that sufficient time and facilities be given them to dispose of their present stocks and that a like treatment in this respect be granted as was accorded to the Indian Opium.

Under these circumstances, I trust that His Excellency will agree to Messrs. Sassoons' request and telegraph to Sir John Jordan on the



subject, and that at the same time he will see his way to supporting their application.—I have, etc.,

EDBERT A. HEWETT, Chairman.

The Honorable, The Colonial Secretary.

Hongkong, 8th August, 1911.

Dear Sir,—We beg to enclose for the information of your Chamber copy of a letter addressed by us to the Colonial Secretary re Opium.—We are, etc.,

DAVID SASSOON & CO., LTD.

The Secretary, Hongkong General Chamber of Commerce,

Hongkong, 7th August, 1911.

Sir,—With reference to our recent interview we have the honour to draw your attention to the note at foot giving our stock of Persian in excess of the amount permitted to be imported into China this year.

With respect to your inquiries about the Formosa market, we beg to point out that this is an outlet on which we cannot wholly rely. The requirements of Formosa are for a grade of Persian yielding over 8 per cent. of morphia and the bulk of our stock does not consist of this standard of quality. Formosa draws its supplies from various sources. The Japanese have frequently purchased large lines of Turkish, Patna, Benares, and even Chinese Opium. At the present time owing to the market being well stocked with cheap uncertified Bengal Opium, the Formosa market will doubtless give its attention to this description of drug. Furthermore, it would place us in a very unenviable position to be compelled to depend entirely upon Formosa in the event of China being closed against us, as this market would obviously be able to dictate terms which we would be powerless to resist.

We beg you to transmit the following cable to H. E. Sir John Jordan, Peking, and we trust same will have your strongest support.

“Have been conducting Persian trade on strength Customs notification 1908, which states definitely, importation cease 1916, (stop) summary notice prohibiting imports end 1911, extremely arbitrary measure. Kindly take urgent steps, negotiate Waiwupu obtain permits cover our stock, and extension of time two years, enable us ship China gradually, according requirements of trade, as if we accumulate unsold stock at outports, dealers will combine, result detrimental to our interests.—We have, etc.,

DAVID SASSOON & CO., LTD.

E. D. SASSOON & CO.

The Hon. Colonial Secretary, Present.

Stock above referred to:—

David Sassoon and Co., Ltd.,	...	...	219 chests.
E. D. Sassoon and Co.,	...	...	299 „

Colonial Secretary's Office,  
Hongkong, 14th August, 1911.

Persian Opium Permits.

Sir,—In your letter of the 29th ultimo, I am directed to inform you that His Excellency the Governor, is in telegraphic correspondence on the above subject with His Majesty's Minister at Peking, to whom a copy of your letter has been forwarded.—I am, etc.,

C. CLEMENTI, Colonial Secretary.

The Chairman, Hongkong Chamber of Commerce.

Colonial Secretary's Office,

23rd August, 1911.

Sir,—With reference to the letter from this department No. 5125-08 of the 4th inst., I am directed to inform you that Sir John Jordan fears that to obtain any extension of time is impossible, but that, if he can be supplied with full particulars of stocks in excess of import for 1911, he will use his utmost endeavour with the Chinese Government to induce them to authorise its import into China during the present year.

2. I am, therefore, to suggest that you should consult the Opium merchants concerned with a view of forwarding to Sir John Jordan by telegram or otherwise, as soon as possible, the required particulars of stocks—I am, etc.,

C. CLEMENTI, Colonial Secretary.

The Chairman, The Chamber of Commerce,

Hongkong, 31st August, 1911.

Dear Sir,—Enclosed we beg to hand you copy of a letter we have addressed to the Colonial Secretary, in reply to their letter to you of the 23rd August, No. 5125-08.

We shall thank you to circulate same amongst the members of your Committee, and we trust you will again write to the Colonial Secretary in support of same.—We are, etc.,

DAVID SASSOON & CO., LTD.

The Secretary, Hongkong General Chamber of Commerce,

31st August, 1911.

Sir,—We have the honour to inform you that the Chamber of Commerce have handed us your letter of the 23rd inst., No. 5125-08, which states that Sir John Jordan fears that to obtain any extension of time



is impossible, but that if he can be supplied with full particulars of stocks in excess of import for 1911, he will use his utmost endeavour with the Chinese Government to induce them to authorise its import into China during the present year.

You further suggest to the Chamber that we should be consulted with a view to forwarding to Sir John Jordan by telegram or otherwise, as soon as possible, the required particulars of stock.

We beg to tender our thanks to H. B. M's. Minister for assuring us of his assistance.

We beg to point out that the unwillingness of the Chinese Government to extend the period within which the Opium may be imported into China appears to us to be extremely unreasonable.

As the number of chests that may be imported into China will be clearly defined, and a permit issued for each chest, there seems no reason whatever, why our trade should be injured by our being compelled to rush stocks into China by the end of the year, instead of, without any disadvantage to China, as far as we can see, being permitted to dispose of stocks without placing ourselves at the mercy of the dealers at the outports by being given a reasonable extension of time. We must here explain that, unlike Bengal Opium (which is manufactured by the Government of India and is of uniform weight and quality), Persian Opium varies very considerably. This fact makes it extremely inconvenient to ship stocks to the outports, as the demand at each port varies from time to time for particular grades of the drug. Furthermore, as we have previously pointed out, China is not the only outlet for Persian Opium, this market supplies Formosa and Singapore, and at times even London, therefore, apart from the trade with China, Hongkong is a distributing centre, so the very Opium that we may be compelled to import into China may be wanted for the other markets.

The object of the Chinese Government is secured by limiting imports to a fixed number of chests and issuing a permit for every single chest imported, therefore, by conceding to us a reasonable extension of time, we shall be enabled to close our trade in Persian Opium with China without undue detriment to our interests, or any interference with the object China has in view.

On the strength of a Customs Notification of June, 1908, we have been conducting our trade. The object of the notification was "to secure that the importation of other Opium will be diminished *pari passu*, with the Indian drug up to extinction point." The importation of Indian drug is not to cease by the end of this year. Persia, however, not being a Treaty Power, China apparently has the right to make any condition she pleases with regard to the importation of Persian. The trade, however, in this Opium is mainly in the hands of British

merchants, and if the notification of 1908 is to be cancelled, the least we can expect is a reasonable period within which to withdraw from the trade.

Stocks: The number of chests in which we are interested is 521 chests.—We have, etc.,

DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

The Hon. Colonial Secretary, Present,  
203 chests, David Sassoon and Co.  
318 „ E. D. Sassoon and Co.

521 chests.

Hongkong, 14th September, 1911.

Dear Sir,—With reference to our previous correspondence on this subject, we beg to submit that owing to factors which have now arisen, there will now be no material advantage to us in the concession you so heartily supported us to obtain from the Chinese Government in regard to the available stocks of Persian.

The Japanese Government have called for a tender for 250 chests, the supply of which will considerably diminish our stocks. Furthermore, in consequence of reports now coming in of bad crop in Persia and Turkey, estimated at a shortage of 50 per cent., fresh supplies will be small, and the Lardor market in consequence is very strong. With a demand arising from that quarter, and the prospect of further tenders from Formosa between now and the end of the year, the stock that will be left in our hands does not make it worth our while to press the matter any further.

Thanking you for the support you have given us.—We are, etc.,  
DAVID SASSOON & CO., LTD.  
E. D. SASSOON & CO.

Hon. Mr. E. A. Hewett, Chairman,  
Hongkong General Chamber of Commerce,

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CLAYTONNISING OF SHIPS AND TRANSFERENCE OF  
GOODS BY RAT-FREE LIGHTERS.

Colonial Secretary's Office, Hongkong.  
Hongkong, 7th September, 1911.

Sir,—I am directed to forward for the consideration of your Committee the enclosed copy of a letter from the Consul-General for the



Netherlands, dated the 26th of last July, together with copies of minutes dated the 26th idem, and the 1st ultimo, by the Medical Officer of Health, and the Health Officer of Port respectively, and I am to inquire whether you can give this Government an approximate estimate of the number of vessels which would have to be "claytonnised" to meet the requirements of the Philippines and Netherlands-India Governments. His Excellency the Governor would also be glad to learn what are the views of your Committee on the subject of requiring transference of goods to be made by rat-free lighters.—I am, etc.,

WARREN BARNES, Colonial Secretary.

The Chairman, The Hongkong General Chamber of Commerce.

Hongkong, 26th July, 1911.

Sir,—The Netherland-Indian Quarantine Ordinance of 1911 provides that plague-free ships not having on board any traceable signs of plague and neither an extraordinary mortality among rats, having left less than 21 days before a plague infected port, shall only be admitted to 1st class Netherland-Indian Ports. If certain conditions are, however, fulfilled, they may enter also 2nd class Ports.

In order now to be in a position to consider, whether the favor of admitting the above ships in a 2nd class Port, might be granted in certain cases, the Chief Inspector of the Netherland-Indian Civil Sanitary Department should like to know if there exists in the Port of Hongkong an installation for the claytonnising of ships, and, if so, whether there is possibility to load those claytonnised ships from lighters, in which all the rats have been destroyed, so that there is no danger of the entry of rats from ashore into those ships taking in cargo.

I have now been requested to inform the Sanitary Department at Batavia, whether it is possible in Hongkong to realise the preceding sanitary measures, and, if so, whether in each concerned case, and on application by the interested shipping, the Hongkong Sanitary Department would be willing to grant a certificate, that the above sanitary conditions have been fulfilled. On presentation of this certificate there is a possibility for a more liberal treatment in the Netherland-India for ships coming from plague infected Ports as Hongkong is.

You will oblige me very much if you would enable me to give an answer to the preceding questions put to me by the Sanitary Authorities of Batavia.—I am, etc.,

DE REUS, Consul-General.

To the Head of the Sanitary Department, Hongkong.

Duplicate, S. B. O., 5463-11., H. S. D.

The Government of Hongkong have an agreement with the Disinfecting Bureau for the use of their Clayton machine—on payment—for the disinfection of Plague infected ships.

The Medical Officer of the United States Marine Hospital Service informs me that the American Government in Manila contemplate requiring goods to be transferred by rat-free lighters when consigned to the Philippines from Plague infected Ports, so that there is evidently a strong tendency for Plague free Ports to impose such a condition, and it would be advisable, therefore, for the Hongkong Authorities to make arrangements for realising this sanitary precaution, so that the Health Officer of the Port may be in a position to grant the required certificate in those cases in which it is deemed necessary.

FRANCIS CLARK, Medical Officer of Health.

Hon. Colonial Secretary,

I think this matter had better be referred to the Hon. P.C.M.O., as he controls the Health Officers of the Port.

2. I attach letter dated 26th July, 1911, from the Dutch Consul-General.

E. D. C. WOLFE, H. S. D. 26.7.11

Minute of 1st August, 1911, by the Health Officer of Port, Hongkong.

In the first place I doubt very much whether the transference of cargo, destined for the Philippines, into rat-free lighters is wholly practicable, and for this reason. A large amount, probably 9-10ths, of the cargo so transferred goes into Chinese cargo boats and not into lighters in the ordinary sense. By the term lighter I mean the proper European design boats, which can be completely covered over. Such lighters alone can be properly made rat-free, and it is obvious that it is impossible to do so with the ordinary open Chinese cargo boat, as they cannot be made airtight. Under the circumstances, the only way to carry out the plan desired by the Manila authorities would be to approach the shippers and merchants in this Colony, pointing out the advantages which would accrue if they adopted the system of using only proper lighters after they had been made rat-free. A letter to the Chamber of Commerce would be the best means of ascertaining this. Unless they come in with the scheme, of course it cannot be done, or unless the Manila Government were to pass a law that, unless cargo was borne right through from the shippers to its destination on rat-free lighters and vessels, it would not be admitted to Manila. Such a course would, of course, simplify matters, and the merchants would have to conform to the laws. Assuming that the merchants are agreeable to do this, the rest of the matter is quite simple enough. The Clayton S02 apparatus is still in the Colony, and would be available to go alongside a ship for disinfection. The agreement with the Fumigating and Disinfecting Bureau still holds good for this purpose, the charge being \$200 per ship. As to the fumigating of lighters, I have ascertained from the above Company that they are prepared to undertake this at the rate of \$75.00 each for the largest size lighters, with a reduced sliding scale for smaller ones and special terms when a



number of lighters are fumigated in one day. When lighters are to be fumigated it would be necessary for these to be moored alongside the Company's barge at Causeway Bay.

Hongkong Chamber of Commerce,  
Hongkong, 9th December, 1911.

Sir,—I am now directed to reply to your letter of the 7th September, 1911 (No. 4,125/11), with enclosures enquiring whether my Committee could give the approximate number of vessels which would have to be "claytonnised" to meet the requirements of the Philippines and Netherlands-India Governments, and also requesting their views on the subject of the transference of goods by rat-free lighters.

With regard to the first question, my Committee would refer the Government to the Chamber's Reports for 1902 and 1904, where the objections to the "claytonnising" of ships with part cargoes on board are fully dealt with.

In regard to the transference of goods by rat-free lighters my Committee consider that with the present class of lighters in use in the Colony this is an absolute impossibility.

As is well-known, all the so-called lighters are in reality Chinese cargo boats, and there are practically no lighters, in the proper sense of the word, outside the few owned by private Companies.

It is obviously impossible to make these cargo boats rat-free, as they are constantly alongside jetties, river and coasting steamers and other craft receiving and discharging goods. Rats may therefore come on board at any moment or be concealed in many classes of cargo without anyone being aware of their presence. It will thus be seen that the value of a fumigation may be rendered nugatory even a few hours after it had been effected.

In the above circumstances, the question naturally arises as to the period for which a rat-free certificate will hold good, and as to whether the cargo boat holding the certificate is really rat-free at any time during such period. To relieve this uncertainty frequent fumigation will have to be made, and the expense of doing this would be more than Chinese shippers and cargo boat owners could or would be willing to submit to.

Further, a large proportion of the trade to the Philippines and the Netherlands India is in rice, fresh goods, etc., which cannot well be handled in fumigated lighters.

In conclusion, my Committee are of the opinion that if the American Government were to pass such a law, as is suggested in the Health Officer's report, and which no doubt the U.S. Medical Officer at this port would like to see adopted, the local trade to the Philippines would be seriously hampered, if not stopped altogether.

For the same reason set forth above, my Committee consider that the proposal contained in the communication of the Consul-General for the Netherlands is unworkable.—I am, etc.,

E. A. M. WILLIAMS, Secretary  
The Honourable the Colonial Secretary.

## T

### LIGHT ON KAPSING ISLAND.

Colonial Secretary's Office, Hongkong,  
20th September, 1911.

Sir,—With reference to your letter of the 2nd February, 1910, and to previous correspondence, I am directed to inform you that it is proposed to erect on the southern summit of Kap Sing Island, which is 95ft. 6in. above sea-level, a tower measuring 24ft. 6in. in height (from base to centre of light) for a fifth order double-flashing white light. The centre or focal plane of such light would be 120ft. above ordnance datum; and I am to inquire whether your Committee concur in thinking that this will be the most advantageous manner of erecting the light.

2. I enclose copies of minutes by the Director of Public Works and the Harbour Master, dated the 30th ultimo and the 5th inst., and I may add that it would not be practicable to reduce the height of the tower, as the iron skeleton tower was sent out complete for that height, with the clock-work winding arrangement to work the revolving apparatus. There is a fog-bell to this light, and the Harbour Master thinks that the altitude of 120 feet, at which the centre of the light will be, instead of the altitude of 30 feet suggested in a letter from Mr. W. E. Clarke to the Chamber of Commerce dated the 14th May, 1909, will make no appreciable difference to the fog-line.—I am, etc.,

WARREN BARNES, Colonial Secretary.  
The Secretary, Hongkong General Chamber of Commerce,

(Minute dated the 30th August, 1911, by D.P.W.)

I attach a drawing of the light and quarters. It was originally intended to so fix the position of the light tower that the light would not be visible from the north—that is to say, to keep the light below the top of the island.

Owing to the configuration of the ground, that is not possible, except at great expense.

In the plan now forwarded the tower is shown in the only position on the side of the island that was practicable at a reasonable cost,



but it will be seen that the light is above the top of the island, and therefore visible from the north.

It will, therefore, be necessary to obscure it on that side by a dark shade.

This being so, it will be still cheaper to put the tower and quarters on the very top of the island, and so save the cutting into the hill side. It will also make the quarters cooler.

The Harbour Master concurs.

(Signed) A. CHURCHILL, per D.P.W.

P.S.—It is a technical point whether it is necessary to screen the light at all from the north. I will see the Harbour Master.

(Minute by the Harbour Master dated 5th September, 1911.)

Ma Wan light lies N.W. 8 cables from the proposed Kap Sing Light, and forms the necessary leading light for vessels bound West from, or coming East towards, Kap Sing Mun.

The highland on Lantau (N.E.) and also on Ma Wan would block out the Kap Sing Light to the northward.

I am of opinion that Kap Sing light should show from N.80 degrees W. through South to N.27 degrees E.; these bearings are from the light. I have altered the eastern bearing so as to take in a larger section of water between Cheung Hue and Ma Wan. The light on this bearing, i.e., N.27 degrees E., would cut clear of the shoals and broken water.

(Signed) C. W. BECKWITH, 5/9/11.

Hongkong Chamber of Commerce,  
8th October, 1911.

Sir,—Your letter of the 20th September, 1911 (No. 8,824/04) on the subject of the erection of a light on Kapsing Island has now been considered by my Committee, and I am directed to reply as follows:—

The Committee note that the centre of the light will be at an altitude of 120ft. instead of 30ft. The opinion of shipmasters is that the light should be erected as low down as possible, but as the delay and expense of preparing a site for this purpose would be great, and as the matter is an urgent one, the Committee will welcome the early erection, in the manner proposed by the Government, of the Kapsing Light which will be so important a factor in the safe navigation of the Capsuimun Pass.

The Committee trust, however, that the Government will see its way to adopt the two following recommendations:—

1.—That the light be Red from N.84 W. to S.18 E. This will cover the Bunsansiah Rock. This is the proper daylight bearing of the marks for clearing the rock. Kau I Chau, just open of the West end of Lamma Island.

2.—That the rocks down below the lighthouse be whitewashed, and the keepers be instructed to keep them so. This will be a distinctive mark for hazy days when the fog is lying well down over the land but it is quite clear on the water.

My Committee understand that the Harbour Master has already been approached unofficially with regard to these two proposals, and that he has no objection to their adoption.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable the Colonial Secretary.

P.S.—I beg to return herewith the drawing of the Kapsing Island Light.

Colonial Secretary's Office,

11th October, 1911.

Sir,—Referring to your letter of the 5th October on the subject of the Kapsing Light, I am directed to inform you that the Government is prepared to adopt the suggestions contained in paragraph 3, and that the erection of the light will be undertaken forthwith.—I am, etc.,

WARREN BARNES, Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

## U

### SHIPMENT OF GOODS IN ONE BOTTOM, UNDER THE PAYNE TARIFF LAW, 1909.

Colonial Secretary's Office, Hongkong.

29th September, 1911.

Sir,—With reference to Gazette Notice No. 180 of the 16th of last June, I am directed to enclose for the information of your Chamber copy of a despatch dated 2nd September, which has been received from the Secretary of State for the Colonies.—I am, etc.,

C. CLEMENTI, for Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce,



Downing Street, 2nd September, 1911.

Sir,—I have the honour to transmit to you the paper noted below on the subject of the shipment of goods in "one bottom."—I have, etc.,

(Signed) L. HARCOURT.

The Officer Administering the Government of Hongkong.

British Consulate-General, Manila,

3rd July, 1911.

Sir,—With reference to my despatch No. 9 Commercial of May 31st last and to Customs Administrative Circular No. 575 forwarded in Mr. Layard's despatch No. 23 Commercial of September 25th, 1909, I have the honour to enclose a newspaper cutting dealing with the "One bottom law." In view of the recent decision, reported in the above despatch, of the High Court of Customs Appeals in America, that goods shipped from the Philippines to America on a through Bill of Lading would be entitled to free entry, even though they had not actually been shipped in one bottom, a local importer approached the Collector of Customs some few days ago with a request that the same ruling might be applied to goods shipped from the United States to the Philippines. Colonel McCoy, Insular Collector, however, stated that he adhered to his previous ruling namely, that, in order to ensure free entry of goods into the Islands under the Payne Tariff Law of 1903, such goods must be shipped in one bottom.

It would, therefore, appear that it is still the intention of the local authorities to enforce this ruling, and it will be interesting to observe whether local importers will attempt to obtain any decision on this point from the local courts.—I have, etc.,

(Signed) A. E. WILEMAN.

Sir E. Gray, Bart., M.P., etc., Foreign Office.

## V

### EXEMPTING OF JURYMEN.

Hongkong, 18th April, 1911.

Sir,—My shipping clerk, Mr. F. M. X. Souza, has been summoned to appear as a juror at the Supreme Court on and after the 24th inst. (next Monday).

This day and the next one are the most busy for him, three steamers calling here at the same time, and I cannot have the urgent work secured without his help, owing to the reduced staff in my office.

In this circumstance I beg to request the support of the Chamber of Commerce in order to obtain from His Excellency the Governor that

he will authorise His Hon. Sir Francis Piggott, Chief Justice, to grant an exemption in favour of this man, who would be able to appear at the Court on and after the 28th inst. should the session not be closed at that time.

I shall feel obliged if you would kindly take the matter into consideration, and I thank you in advance.—I have, etc.,

P. THOMAS, Agent M.M.

To the Chairman of the Chamber of Commerce, Hongkong.

Chambers, 18th April, 1911.

Sir,—The agent of the Messageries Maritime came to see me this morning to ask me to excuse his shipping clerk from attending the jury next Monday. I referred him to you in order that, as I hoped, the Chamber would take up the question of the Executive Council giving me power to grant exemption on good cause shewn. I gather that my reason for asking the Chamber to act in the matter, as I have done in Court, is not fully understood. I therefore take this opportunity of laying my views before the Committee.

Hardly an assize passes without my receiving applications for exemption. I have no power to grant them; but I have stretched a point in the case of persons who have public or quasi-public duties to perform; but even then only when the application is made in Court on the day of the Assize. But there are many cases in which exemption should be granted where there is likely to be a hardship caused to the individual, or to the firm in which he works. But I cannot act, and have invariably refused, for if I granted one application and refused another, for however good cause, I should lay myself open to a charge of favouritism. It is for this reason that, for the general good of the community, I should like the Chamber to act, and request the Governor in Executive Council to pass a resolution giving me authority to exempt, on good cause shown, in cases where I am satisfied that there is a case of real hardship, and before the assize day. The case of the Messageries is a good one, and is typical of many that have come before me. It occurred to me therefore that this was a favourable opportunity for asking the Chamber to move.

The resolution could, if H.E. approve, be passed this week, and the new procedure come into force at once.—I have, etc.,

F. T. PIGGOTT, Chief Justice

The Chairman, The Chamber of Commerce.

Hongkong Chamber of Commerce,

Hongkong, 27th April, 1911.

Sir,—I am directed to reply to your letter of April 18th that my Committee think it very undesirable that any change should be made in the existing procedure.



They are aware of many instances where service on a jury is attended by serious personal inconvenience, but they consider that our present scheme of government demands, in this connection, the performance of public duty whenever called upon, and that any discrimination would give rise to attempted evasions without shadow of reason and to endless trouble.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

P. Thomas, Esq., Agent,

Compagnie des Messageries Maritime, Hongkong.

Hongkong Chamber of Commerce,

27th April, 1911.

Sir,—I have now the honour to reply to your letter of 18th April as follows:—

My Committee have carefully considered your communication, but do not consider it desirable that any alteration should be made in the existing procedure.

They desire me to convey to you their appreciation of your sympathy with members of the commercial community called upon to give public service at inconvenient moments, but they consider that our present scheme of government demands, in this connection, the performance of public duty whenever called upon, and that any discrimination would give rise to attempted evasions without shadow of reason and to endless trouble.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

His Honour, Sir Francis T. Piggott, Kt.,

Chief Justice, Hongkong.

Chambers, 28th April, 1911.

Sir,—I am much obliged by your letter conveying the opinion of the Chamber on the question of exempting jurymen.

I desire, in order that there should be no misapprehension on the subject, that the Committee should know that the clerk of the Messageries Maritime was in fact excused, because I came to the conclusion that the public is sufficiently interested in the work of a shipping clerk, more especially when there is cargo in transit, to bring him within the rule I had laid down. At the time of writing I was not very clear as to what the duties of a shipping clerk were.—I am, etc.,

F. T. PIGGOTT, Chief Justice.

Hongkong Chamber of Commerce,  
1st May, 1911.

Sir,—I have the honour to forward, for the information of His Excellency the Governor, the enclosed copy of correspondence which has passed between Sir Francis Piggott, C.J., and this Chamber upon the question of the exemption of jurymen.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Hon. Mr. C. Clementi, Colonial Secretary.



DISPLAYING OF LOCAL STORM SIGNALS IN KOWLOON BAY.

September 27th, 1911.

Dear Sir,—Last typhoon season a letter was sent you from various masters of merchant vessels, in regard to the displaying of the local storm signals in Kowloon Bay for the information of vessels weather-bound.

His Excellency the Governor stated as a reply that he considered the shipmaster's barometer should be a sufficient guide, and that consequently any further displaying of signals was unnecessary. Without being accurate to words, that was the gist of His Excellency's answer.

Now that the typhoon season is with us and, in spite of His Excellency's opinion, still experiencing the same disadvantage when in shelter consequent on lack of scientific information of the storm, we desire to offer an alternate suggestion, first commenting on His Excellency's reply to the previous request.

We consider the mere fact of the establishment of an Observatory here and at other places a sufficient rebuttal of the contention that a barometrical observation at one place will give that information which may be considered to be a sufficient guide to the shipmaster. That the Hongkong Observatory was instituted and staffed with the idea of receiving those numerous observations from a chain of stations which alone will give reliable news of the storm, and that consequently a single observation is only valuable in conjunction with others from different stations.

The Colony being put to considerable expense in acquiring this information, it is only reasonable that it should be freely imparted to the shipping when they most require it, viz., during the passing of a storm.

The waters of the Colony chiefly used as harbours of refuge are Junk and Kowloon Bays and behind Stonecutters, and in the vicinity of these are the forts at Lyeemun and on Stonecutters Island.

We suggest that during the passing of a storm the officer commanding these forts be supplied from the Observatory with all information it is possible to give regarding the weather, both by night as well



as by day, and although the experience of merchant vessels in the past is that they have received a prompt reply from these forts when called up, the information at their disposal was meagre, and that His Majesty's Government request the Officer Commanding to pass on his more complete information to any vessel on demand by semaphore or Morse.

May we request you to put this matter before your Committee.—  
We are, etc.,

G. S. Weigall, s.s. "Namsang"; T. H. Christie, Canton River Pilot; J. Liddell, s.s. "Cheongshing"; R. Lake, B. Bradley, s.s. "Kutsang"; S. J. Payne, s.s. "Yatshing"; G. Mattock, s.s. "Chun-sang"; P. H. Rolfe, s.s. "Yuensang"; T. Mooney, s.s. "Chipsing"; T. A. Mitchell, s.s. "Fooksang"; L. Hussey, s.s. "Tungshing"; Spencer Wilde, s.s. "Hangsang"; W. F. Richards, s.s. "Tungshing"; W. Leask, s.s. "Loongsang"; M. Picknell, s.s. "Suisang";

The Secretary, Hongkong General Chamber of Commerce,

Letters were sent to the following firms asking for their views on the subject:—Messrs. Butterfield and Swire, Jardine Matheson and Co., Ltd., Jepsen and Co., Shewan Tomes and Co., Douglas Lapraik and Co., Melchers and Co.

Hongkong, 1st November, 1911.

Sir,—We acknowledge receipt of your letter of the 13th October enclosing a letter signed by certain Captains of merchants steamers in connection with the displaying of storm signals for the information of weatherbound vessels.

The position, as we understand it, is as follows:—

At the present time, and since the system of signals on Blackhead's Point was started on the 8th September last, steamers lying in Kowloon Bay can obtain, by day, the same information as is obtainable by all ships in the harbour. It is true that they are unable to obtain particulars during the night, but in typhoon weather, with unfavourable signals flying in the late afternoon or evening, we do not think that shipmasters would in any case, whether they could obtain information during the night or not, consider it prudent to leave their anchorage before the following morning.

Steamers lying behind Stonecutter's Island have at least two, possibly three, sources of day information, the signals flown on Green Island, Signal Hill, and the Hongkong and Kowloon Wharf and Godown Co.'s premises. The last-named is, however, perhaps not so easily discernable as the others. Night signals are exhibited on the Hongkong and Kowloon Wharf and Godown Co.'s buildings, and, according to the position of vessel behind Stonecutter's Island may, or may not, be visible from the

anchorage there. If, however, they can be read by any vessel lying at its eastern end, the information could be easily passed on to other vessels in the anchorage.

Steamers lying in Junk Bay can communicate by semaphore and Morse with Cape Collinson Lighthouse, and, although there is only one European stationed there, he has definite instructions to give all available information during typhoon weather and we understand there is no practical or appreciable difficulty in obtaining it except perhaps at night.

If the Observatory had to supply to the Forts named, as suggested, "all information it is possible to give regarding the weather," "both by night as well as by day," for the benefit of vessels behind Stonecutter's Island, in Kowloon Bay and Junk Bay, similar information would, we presume, also be required by ships lying in the Harbour proper.

While we quite agree with the general principle that the more information that can be obtained, the better the position from the point of view of both shipmasters and owners, and appreciate the desire for further facilities for obtaining same, our own opinion, and that of our Experts also, is that the existing arrangements for providing weather information are sufficient for all practical purposes. We do not consider, therefore, that the suggestion for additional information is at present of such importance as to warrant the Chamber of Commerce taking it up with the Government.—We are, etc.,

BUTTERFIELD AND SWIRE

The Secretary, Hongkong General Chamber of Commerce.

Hongkong General Chamber of Commerce,

Hongkong, 5th December, 1911.

Sir,—I am directed by my Committee to refer you to the correspondence which took place between the Government and this Chamber, commencing with your letter of the 10th November, 1909, on the subject of the erection of a Typhoon Signal Station at Tsat Tsze Mui.

My Committee have now received a communication from Masters of vessels complaining of the disadvantage which they suffer when in shelter from the lack of scientific information regarding storms.

The waters of the Colony chiefly used as Harbours of refuge are Junk Bay, Kowloon Bay, and behind Stonecutters' Island, and in the vicinity of these places are situated the Forts at Lyeemun and on Stonecutters' Island.

It appears that Masters of vessels have on occasions, when sheltering during the passing of a storm called up these forts with a view to obtaining information regarding the weather, and, whilst their experience is



that they have invariably received a prompt reply, the information at the disposal of the forts was meagre and inadequate.

The Committee beg to suggest that instructions be issued to the Director of Observatory to supply the Commanding Officers of the forts in question during the passing of a storm both by day and by night, with all the information it is possible to give concerning the weather, so that vessels "speaking" the forts may obtain more complete information than they have hitherto received.

The Committee trust that this suggestion will have the approval of His Excellency the Governor, and that he will request the co-operation of His Excellency the General Officer Commanding, as it will, if given effect to, confer great benefit on the seafaring community.—I am, etc.,

E. A. M. WILLIAMS, Secretary

The Honourable the Colonial Secretary.

Hongkong General Chamber of Commerce,  
7th December, 1911.

Dear Sirs,—With reference to your letter of the 29th September, 1911, on the subject of the displaying of the local Storm Signals in Kowloon Bay for the information of vessels weatherbound, I beg to enclose for your information a copy of this Chamber's communication to the Government dated 5th December, 1911, from which you will note that the Chamber has supported the suggestion contained in the penultimate paragraph of your letter under reply.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Capt. P. H. Rolfe and Co., Signatories, Hongkong.

Colonial Secretary's Office, Hongkong.  
27th January, 1912.

Sir,—In reply to your letter of 5th December on the subject of the supply of information to masters of vessels regarding storms, I am directed to inform you that arrangements are being made by the courtesy of the military authorities for the hoisting of day signals on the flagstaff near the Field Officer's quarters at Lyeemoon, where they will be visible to ships both in Junk Bay and Kowloon Bay, and that the Standard Oil Company has kindly consented to hoist day signals on their mast at Lai-Chi-Kok on being supplied with the necessary information by the Observatory through the public telephone exchange.

2. Night signals cannot be arranged for efficiently, as the only means of communicating them would be by oil lamps, which would require constant attention, and would be very liable to be extinguished in strong winds.—I am, etc.,

C. CLEMENTI, Colonial Secretary.

Hongkong General Chamber of Commerce,  
9th February, 1912.

Dear Sirs,—In continuation of my letter to you of 7th December last, I now take pleasure in enclosing a copy of the Government's reply on the subject of the arrangements made towards a more adequate supply of information regarding weather conditions, for the benefit of vessels sheltering in certain vicinities during the passing of a storm.

I shall be glad if you will circulate the Government's reply among your co-signatories for their information.—Yours, etc.,

E. A. M. WILLIAMS, Secretary.

Captain P. H. Rolfe and Co., Signatories, Hongkong.

**CALCUTTA "ALL BRITISH" EXHIBITION.**

St. Stephen's House, Victoria Embankment, Westminster,

July 31st, 1911.

Dear Sir,—I have the honour to enclose a draft of Preliminary Prospectus for the Calcutta "All British" Exhibition, and would ask if you would kindly place it before the President and members of your Council by way of information only.

Thanking you in anticipation.—I am, etc.,

FRANK W. HART, Secretary, pro tem.

The Secretary, Hongkong General Chamber of Commerce.

Hongkong General Chamber of Commerce,  
6th September, 1911.

Dear Sir,—I beg to acknowledge the receipt of your letter of 21st July, 1911, and of a copy of a draft preliminary Prospectus of the Calcutta "All British" Exhibition



I much appreciate your courtesy in forwarding to this Chamber the copy of the Prospectus which I have duly laid before the Members of my Committee.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Frank W. Hart, Esq., Secretary pro. tem. The Calcutta "All British" Exhibition, St. Stephen's House, Westminster.

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**Y**

**LECTURES ON THE RESOURCES OF THE PHILIPPINES.**

Manila Merchants' Association (incorporated),  
Manila, Philippine Islands,

August 18th, 1911.

Dear Sir,—I have the honour to invite the officers and members of your Chamber to attend a series of lectures on the Resources of the Philippines, to be given during the next ten months by Dr. Paul C. Freer, Director of the Bureau of Science, and his staff, under the auspices of this Association.

The lectures will be illustrated to the fullest possible extent with lantern slides and as the Bureau of Science has vast stores of information of a commercial nature, we believe that your members would reap advantages worth many times the cost of the trip to Manila.

We have endeavoured, as far as possible, to arrange the lecture schedule to correspond with that of the larger passenger steamers and to accommodate the China lines as well, for the convenience of your members and the business men of the China coast generally. We enclose schedule of lectures and dates to February, 1912, for your information.

Many of your members probably never have visited Manila, and, as we believe we have something worth showing in the way of a city, we hope the added inducement of these lectures will lead your members to make the trip to the Philippines.

These Islands have passed the experimental stage in development, and the accurate commercial information to be given by the Bureau of Science in these lectures, we believe, would point out many openings and opportunities in which your business men could share.

We also hope to see many of your members here to attend these lectures because of the opportunity that would be afforded yourselves and our Association to get together and co-operate in whatever ways presented themselves, for the betterment of business conditions in the Orient.

We await your reply in the hope that we shall hear of a whole steamer-load of China Coast business men on its way from your Port to visit the Philippines, to which we will bid you most heartily welcome.—Yours, etc.,

MULOW E. SPRINGER, President.  
Mr. E. A. M. Williams, Secretary, Hongkong Chamber of Commerce,

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A series of ten lectures, given by members of the staff of the Bureau of Science, under the auspices of the Manila Merchants' Association, at the Majestic Theatre.

September 19th, 1911.

1. The Bureau of Science, its meaning to the Commercial Public and its work, by Paul C. Freer, Director of the Bureau.

October 17th, 1911.

2. The Philippine' Alcohol Industries, by H. D. Gibbs, Chief of the Division of Organic Chemistry.

December 5th, 1911.

3. Sugar production in the Philippine Islands, by Walter B. Gonder, Iloilo Sugar Laboratory of the Bureau of Science.

January 15th, 1912.

4. Roads and road materials, by Warren D. Smith, Chief of the Division of Mines.

February 23rd 1912.

5. The salt production of the Philippines, by Alvin J. Cox, Chief of the Division of General, Inorganic and Physical Chemistry.

March, 1912.

6. Gold Milling and Mills, by Frank T. Eddingfield, Division of Mines.

April, 1912.

7. The Coconut Production of the Philippine Islands, by Paul C. Freer, Director of the Bureau.

May, 1912.

8. Silk Production in the Philippines, by Charles S. Banks, Entomologist, Bureau of Science.

June, 1912.

9. Economic Plants, and Plants diseases, by Elmer D. Merrill, Botanist, Bureau of Science.



July, 1912.

10. The Sampling of Mines and Assaying, by Paul R. Fanning, Division of Mines.

The lectures begin at 5.30 p.m. The individual lectures are subject to changes.

Hongkong General Chamber of Commerce,

Hongkong, 6th September, 1911.

Dear Sir,—I beg to acknowledge the receipt of your letter of 18th August, inviting the Officers and Members of this Chamber to attend a series of lectures on the Resources of the Philippines, to be given under the auspices of your Association.

My Committee very much appreciate your kind invitation, and are bringing the matter before the Members.

The Committee have no doubt Members who have occasion to journey to the Philippines will make a point of attending the lectures, and also avail themselves of the opportunity of discussing with you topics of mutual interest.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The President, Manila Merchants' Association, Manila, P.I.

Manila Merchants' Association (Incorporated),

Manila, Philippine Islands,  
September 11, 1911.

Dear Sir,—Your letter of September 6th, stating that some of your members would avail themselves of our invitation to attend the lecture course by the Bureau of Science Staff was most gratifying to us, and we have the honour to send you, under separate cover, 50 copies of the programme of the lectures whose dates you will note accommodate not only the Trans-Pacific liners, but the Hongkong-Manila lines also as far as possible.

Hoping to see many of your Members present at the lectures,—I am, etc.,

MULOW E. SPRINGER, President.

Mr. E. A. M. Williams, Secretary, Hongkong General Chamber of Commerce, Hongkong, China.

PROSECUTION OF THE BANCO NATIONAL ULTRAMARINO  
OF MACAU.

9, Queen's Road, Hongkong,

18th September, 1911.

Dear Sir,—We are instructed by Mr. A. V. Apcar, to write you with reference to the charge recently brought against him at the Magistracy of issuing and circulating in this Colony bank notes of the Banco Nacional Ultramarino of Macau, without having been authorised to do so by His Majesty's Secretary of State, on which charge he was convicted upon evidence being given of the fact that, on a few occasions, he had, at the request of an applicant therefor, given such notes in exchange for other notes of local banks.

It is our Client's desire, as he understands it to be that of other members, that the matter should be brought fully to the notice of the Chamber of Commerce, with a view to some steps being taken to prevent the serious inconvenience which must be felt by the merchants and bankers of this Colony, if the decision of the Magistrate is left unchallenged. The course which our Client would naturally be expected to pursue is to appeal to the Supreme Court against the decision, but, inasmuch as such a procedure would entail expense, and he is in no way personally affected or prejudiced by it in the future, otherwise than as a general merchant, he is unwilling to incur such expense. He is not so prejudiced or affected, because it is no part of his business to exchange Macao notes for others, whatever he has done in this respect having been done solely for the purpose of obliging an applicant for the notes, and with no benefit whatever to himself. Henceforth, unless it is declared by Authority that his conviction was absolutely unjustifiable, he will save himself the trouble of complying with any request to be supplied with Macau notes.

The facts of the matter are briefly as follows:—Our Client is the agent here for the Macau Bank, for the very limited purpose of receiving from the local banks, and others, notes issued by the Macau Bank, giving his cheque for the amount thereof, so long as he is supplied with funds for the purpose, and forwarding the notes to Macau. On a few occasions, as already stated, he has, on the request of persons who he understood were about to visit Macau, exchanged Macau notes for local notes. In so doing he has been held by the Magistrate, Mr. Hazeland, to be guilty of an indictable offence under Ordinance No. 2 of 1895, which prohibits any person carrying on the business of banking from making, issuing, or circulating, bank-notes without the sanction of the Secretary of State.

The Ordinance in question prescribes no penalty for non-observance of its provisions, but Mr. Hazeland held, in effect, that where an Ordinance prohibits the doing of any act, if such act is committed, it is an indictable offence, punishable by a maximum fine of \$100.—and such



maximum fine he inflicted upon our Client. In so holding the Magistrate was, in our opinion, entirely incorrect, for the Authorities on the subject go to show that it is only where a Statute or Ordinance prohibits the doing of an act which is mala in se, or is a public nuisance, that such act amounts to an indictable offence. The proper method of preventing such an act as is prohibited by Ordinance 2 of 1885, is by proceeding in a civil Court, and obtaining an injunction.

However the question of whether or not the criminal court had jurisdiction in this instance is not of such importance to consider as are the grounds upon which the Magistrate convicted our Client; with which grounds we will now deal:—

With regard to the first part of Mr. Hazeland's decision in which he holds that Mr. Apar is "carrying on the business of banking" within the meaning of the Ordinance because he is accustomed to do one or two, only, of the very numerous things which appertain to the business of banking, we have to point out—first, that in every text book on the subject it is stated that the most essential part of the business of a banker is the constitution of himself as a debtor to his customer. In Lord Halsbury's book on the laws of England a banker's business is thus defined:—"The business of banking, strictly speaking, is the receipt of money from, or on account of a customer, to be repaid on demand or when drawn by cheque. In the case of Banks lawfully issuing bank notes such issue is a part of banking business."

It would be the height of absurdity to hold that, because of the above definition, any person who received money for or on account of a customer, which he undertook to repay on demand, carried on the business of banking. But it is submitted that it would, if possible, be still more absurd to hold that a person carries on the business of banking who does not do the particularly essential part of the business of a banker, which is to receive money from a customer, and to incur a liability to repay it on demand, or when drawn on by cheque. Nevertheless this is what Mr. Hazeland has held, and the natural inference to be drawn from his decision is that whosoever does anything which is ordinarily done by a banker in his business carries on the business of banking!

In this connection it might be useful to refer to the authority cited by Mr. Hazeland in support of his second decision—the case of Attorney-General v. Birkbeck (12 Q.B.D. 605). In the latter part of the judgment of Lord Coleridge in this case he refers to the interpretation of the word "bankers" in the Bank Charter Act, which word is applicable to every person "carrying on the business of banking whether by the issue of bank-notes or otherwise," and he says "it is not impossible that this expression may mean 'carrying on the business of a banker whether he issues notes or not,' because in the earlier statutes" the word 'bank' and the expression 'exclusive privilege of banking' is used to mean a bank of issue "distinguished from a bank of deposit" It is apparent from this, to the meanest capacity,

that the possibility could not have occurred to the learned Judge to construe the expression "carrying on the business of banking," as meaning anything else than what is universally understood by it which is carrying on by a person of a business in which he receives money which he undertakes to repay when drawn on by cheque, and in which, if there is nothing to prevent it, he issues his own bank notes.

In the case cited, although as stated in Lord Halsbury's Laws of England the issue of banknotes is "part of banking business," it was held that where the business of a bank was solely that of issuing banknotes it was not carrying on a banking business—thus showing clearly that it was considered by Lord Coleridge that the carrying on of part only of a bankers business, though it might be a most important part, and one which could only be carried on by a banker, is not "carrying on the business of banking."

As to the second ground for the Magistrate's decision, according to his definition of the word "issue" in the Ordinance, every bank in the Colony (whether or not empowered to make and issue its own notes) is committing an offence in handing over, in payment of a customer's cheque, banknotes of any bank but its own, and, of course, its own if not authorised by the Secretary of State. Mr. Hazeland reads the words of the judgment of Lord Coleridge in the case of Attorney-General v. Birkbeck "the person who delivers them being prepared to take them up when they are presented for payment" as meaning that such person is, as evidenced by his past conduct, ready and willing to give cash or other notes in exchange for those he delivers, if the latter are presented to him for payment. The Yokohama Specie Bank, the German Bank, and numerous other banks in the Colony, possessing no sanction of the Secretary of State to issue notes, are all ready and willing to take up Hongkong Bank notes, Bank of England notes or well known foreign banknotes, and to pay cash or other notes for them; and all are ready and willing to give such notes to customers who ask for them, in exchange for the customer's cheque. Mr. Hazeland either omitted to read the rest of the judgment in the case cited, or entirely failed to grasp the sense of it. To any ordinary person, and certainly to one who has had a legal training, the meaning of the words "prepared to take them up" is made abundantly clear by Lord Coleridge in his judgment when he says "the Craven Bank Ltd., are under a contract with Birkbeck and Co., to cash the notes on presentment—when they give such notes against value received, they make themselves liable to the person to whom they give them if he presents in due course to Birkbeck and Co. and they dishonour them. Hence they fall within the definition of issuing just given. They give out the notes to the public, and they are bound to the makers of the notes, and also to the persons to whom the notes are given, to give cash for them." The words "prepared to take them up" are thus explained to mean "under a legal liability to give



cash for the notes." The issue by a person of a bill or note necessarily imparts a liability on the part of such person to the holder of the bill or note to pay the amount thereof.

In this instance, although Mr. Apcar was prepared to take up any Macao Bank notes presented to him, in the sense that he was ready and willing to do so if he were provided by that Bank with funds for the purpose, he was under no legal liability whatsoever to take them up. No man in his senses could ever have dreamt of suing Mr. Apcar to recover the amount, in local currency, of any Macao Bank notes any more than a sane person would dream of suing the Chartered Bank to recover the value of a Hongkong and Shanghai Bank note. Therefore in the proper, and full explained meaning of Lord Coleridge's words "prepared to take them up" he cannot possibly be said to have been so prepared. This being so, it would seem to be a gross miscarriage of justice to hold that he "issued" the notes—a far greater injustice than it would be to hold that the Hongkong Bank by giving its customers on request Yen notes or Bank of England notes are issuing such notes because they are doubtless ready and willing to receive back those notes, and give cash, or credit a customer's account in exchange.

Ordinance No. 2 of 1895 is taken from the Bank Charter Act, and its object undoubtedly was to prevent small banks, with but a small reserve of capital, from making, issuing, and circulating their own notes, to the prejudice of the persons receiving them in the event of such banks failing to meet their liabilities. To construe the Ordinance as it has been construed by Mr. Hazeland, is to reduce it to an utter absurdity, for it would render it a criminal offence for all merchants and others in the Colony, who issue bills, lend money, or do any thing at all which it is part of the business of a bank to do, to pay, and so (according to Mr. Hazeland) issue and circulate bank notes of any description unless they are expressly authorised to do so by the Secretary of State.

It is hard to believe that, by the express instructions of some high authority in the Government, our client was singled out for prosecution under the Ordinance, and that, a conviction having been obtained, it is not proposed to proceed against other persons in the Colony who cannot plead that they do not carry on the business of banking, e.g., the Managers of the various banks, and who undoubtedly every day do that which our client was charged with, and convicted of, doing—that is to say, who invariably supply their customers, and others applying with banknotes which they are not expressly sanctioned by the Secretary of State to issue. This being so it may be expected that information will be laid against such persons, and thus endeavours will be made, greatly to the inconvenience of the public, to put a stop to business which has ever been regarded in the United Kingdom, and all other parts of the world, as perfectly lawful. For this reason it seems

to our client that the Chamber of Commerce may consider it advisable to make representations in the matter to the Government.—Yours, etc.,  
WILKINSON AND GRIST.

E. A. M. Williams, Esq. Secretary, Chamber of Commerce.  
9 Queen's Road, Hongkong,

19th September, 1911.

Dear Sir—In continuation of our letter to you of this morning with reference to the Macao Bank case we think it may be useful to refer to the Companies Acts and Ordinances as regards the meaning of the expression "carrying on the business of banking."

A precisely similar provision is made by Section 1 of the Companies (Consolidation) Act, 1908.

By section 4 of the Companies Act, 1862, it is provided that "no company, association, or partnership consisting of more than ten persons shall be formed after the commencement of this Act, for the purpose of carrying on the business of banking unless it is registered

under this Act—and no company association or partnership consisting of more than twenty persons shall be formed—for the purpose of carrying on any other business," etc.

By Section 4 of the Companies' Ordinance 1865 (Hongkong), it is provided that "nothing in this Ordinance shall apply to or affect any Company, Association or Partnership, formed for the purpose "of carrying on the business of banking," but partnerships, etc.,

formed for other business purposes and consisting of more than twenty persons, are declared to be illegal.

Could it, for one moment, be contended that, if the firm of Arratoon V. Apcar and Co. consisted of more than twenty persons it was not an illegal partnership, because the firm were agents for limited purposes for a foreign bank, and therefore "carried on the business of banking," notwithstanding the fact that the main business of the firm was that of general merchants! The suggestion seems to us to be absurd in the extreme.

There is no authority, either in the text books or in the reported cases, a Company law, defining the meaning of the expression "carrying on the business of banking." This is left to the common sense of the public and the Courts, and can only possibly be construed as meaning what is universally understood by the expression—that is to say, carrying on a business in which all the ordinary duties and responsibilities of a banker are performed and incurred.—Yours, etc.,

WILKINSON AND GRIST.

E. A. M. Williams, Secretary, Chamber of Commerce.



Hongkong General Chamber of Commerce,

Hongkong, 7th October, 1911.

Dear Sirs,—My Committee are in receipt of a letter from your Solicitors, Messrs. Wilkinson and Grist, on the subject of the recent prosecution against you of issuing and circulating in this Colony bank-notes of the Banco Nacional Ultramarino of Macao.

In reply thereto, I am directed to state that the matter, containing as it does many legal points, is not one upon which my Committee feel they can give a reasoned opinion.—I am etc.,

E. A. M. WILLIAMS, Secretary.

Messrs. A. V. Apar and Company, Hongkong.

## A I

### LOSSES SUSTAINED BY LOCAL FIRM THROUGH THE CHINESE REVOLUTION.

Hongkong, 29th November, 1911.

Dear Sir,—We beg to forward you herewith copy of a letter we have this day addressed to the Honourable the Colonial Secretary, with reference to our native branch at Hankow which was set on fire and destroyed during the fighting between Imperial troops and Revolutionaries, and our native branch at Chinkong, which was ransacked by Chinese troops.—Yours, etc.

A. S. WATSON AND CO., LTD.

The Secretary, Hongkong General Chamber of Commerce.

Alexandra Buildings,

Hongkong, 29th November, 1911.

Sir,—We respectfully beg to bring the following matter to your notice:—

On or about the 3rd November our business premises in the native city of Hankow were set on fire during the fight between the Revolutionaries and the Imperial troops, and totally destroyed.

The loss we sustained thereby was as follows:—

Stock in Trade	...	...	...	\$ 5995.02
Cash in hand	...	...	..	140.00
Furniture and Fittings	...	...	...	1000.00
Personal effects of Staff	...	...	...	1000.00
				-----
				\$8135.02
				-----

On the night of the 5th November, our native branch at Chingkong was plundered and ransacked by Chinese troops. The loss we sustained being as follows:—

Stock in Trade	...	...	...	\$1406.09
Cash in hand	...	...	...	98.00
Furniture and Fittings	...	...	...	1000.00
Personal effects of Staff	...	...	...	1000.00
				-----
				\$3504.09
				-----

We shall feel very much obliged if you can advise us as to the best course to pursue in order that we may obtain compensation for our losses as set forth above.—We have, etc.,

A. S. WATSON & CO., LTD.

Hongkong General Chamber of Commerce,

Hongkong, 22nd January, 1911.

Dear Sirs,—I beg to acknowledge the receipt of your letter of 29th November last, enclosing copy of a letter addressed by you to the Honourable The Colonial Secretary, on the subject of the losses sustained by you in Hankow and Chingkong during the fighting between the Imperial troops and the Revolutionaries.

I have laid your letter before the Committee, who suggest that your Claim should be made through H. M's. Minister at Peking.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

Messrs. A. S. Watson and Co., Ltd., Hongkong.

## A 2

### QUESTION OF SUGGESTED RESEMBLANCE BETWEEN TWO TRADE MARKS.

Office of Registrar of Trade Marks.

Hongkong, 30th August, 1911.

No. 106-11 T.M.

Sir,—I have the honour to invoke the kind assistance of the Committee of your Chamber with respect to a question of a suggested resemblance between two trade marks, the details of which matter are set out in the file of papers which accompanies this letter.

2. Under the trade marks law the Registrar, upon receipt of an application for registration, must cause a search to be made among the registered marks for the purpose of ascertaining whether there are on record any marks for the same goods or description of goods



identical with the mark applied for or so nearly resembling it as to be calculated to deceive. When this search was made in the present case the registration of Messrs. Loxley and Company's "Star" mark was not brought to my notice, and Mr. Fromm was permitted to advertise his application; with the result that Messrs. Loxley and Company have given notice of opposition.

3. With regard to the words "calculated to deceive" Kerly on Trade Marks states that no definite rule as to the amount of resemblance required can be formulated a priori, but the net impression produced and the main idea left on the mind, not merely of a careful or intelligent person, but of an ordinary unwary purchaser by one mark must be compared with that left by another; for marks may well be confused by purchasers who see one party's mark when they have present in their memories only an indefinite recollection of the other party's mark. The marks must also be compared as they are seen in actual ordinary use on the goods they are used for.

4. I may quote from a report by Lord Herschell's Committee on the principle of comparison:—"Two marks, when placed side by side, may exhibit many and various differences, yet the main idea left on the mind by both, may be the same; so that a person acquainted with the mark first registered, and not having the two side by side for comparison, might well be deceived, if the goods were allowed to be impressed with the second mark, into a belief that he was dealing with goods which bore the same mark as that with which he was acquainted. It would be too much to expect that persons dealing with trade mark goods, and relying, as they frequently do, upon marks, should be able to remember the exact details of the marks upon the goods with which they are in the habit of dealing. When the question arises whether a mark applied for bears such resemblance to one on the register as to be calculated to deceive, it should be determined by considering what is the leading characteristic of each."

5. With respect to Messrs. Loxley and Company's reference to the sale of goods to Chinese, I may quote an extract from a judgment given by Lord Selborne, "Although the mere appearance of these two tickets could not lead anyone to mistake one of them for the other, it might easily happen that they might both be taken by natives of Aden or India, unable to read and understand the English language, as equally symbolical of the plaintiff's goods. To such persons, or at least to many of them, even if they took notice of the difference between the two labels, it might probably appear that they were only differences of ornamentation, posture, and other accessories, leaving the distinctive and characteristic symbol substantially unchanged. Such variations might not unreasonably be supposed to have been made by the owners of the plaintiff's trade mark themselves for reasons of their own."

6. The onus of proving that there is no reasonable probability of deception is cast on the applicant. The question of colour is immaterial, as registration covers all colours, unless a particular colour is specified. Further, it must be assumed, until the contrary is shown, that the applicant will make an honest use of his mark.

7. The question of the resemblance between the two marks under review is one which your Committee, in view of their knowledge of Chinese trade, are peculiarly competent to decide, and I shall be much obliged if they will be so good as to favour me with their advice. It should be borne in mind that the Registrar has power to impose limitations, such for instance as the restriction of the registration of Mr. Fromm's mark to the colours—gold and white—shown, and he may also require modifications, as for instance the omission of one ring of the double circle.—I have, etc.,

M. FLETCHER, Registrar of Trade Marks.

The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce,

Hongkong, 13th September, 1911.

Sir,—Your letter, together with the details set out in the file accompanying it were circulated amongst my Committee who, at a meeting held recently, decided to submit the matter to a Special Sub-Committee for consideration.

A report by the Special Committee has now been received, and I beg to hand you a copy thereof for your information.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

A. G. M. Fletcher, Esq., Registrar of Trade Marks, Hongkong.

Hongkong, 11th September, 1911.

We, the undersigned, appointed as a Sub-Committee to consider the question of a suggested resemblance between a mark (Japanese seal) as per sketch attached to Circular No. 314, dated 31st August, 1911, to the General Committee, for which Mr. Hugo C. A. Fromm, of Hongkong, has made application for registration in Class 38 in respect of Articles of Clothing, and Messrs. W. R. Loxley and Co.'s "Star" mark, Registration No. 17 of 1905, after carefully considering the matter are of opinion that the Registrar of Trade Marks should be advised to uphold Messrs. W. R. Loxley and Co.'s opposition to the registration of Mr. Hugo C. A. Fromm's proposed mark as, amongst



Chinese buyers, the use of the latter mark on articles of clothing would be "Calculated to deceive."

F. H. ARMSTRONG.  
C. H. ROSS.  
H. A. SIEBS.

To the Secretary,  
The Hongkong General Chamber of Commerce.

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Office of Registrar of Trade Marks.

No. 106-11 T.M.

Sir,—I have the honour to acknowledge the receipt of your letter of the 13th inst., enclosing a copy of a report by a Special Committee of your Chamber on the suggested resemblance between Messrs. Loxley and Company's and Mr. Fromm's trade marks. I shall be glad if you will be so good as to convey to your Committee an expression of thanks for their kind assistance in this matter.

The parties concerned have been informed that the registration of Mr. Fromm's mark will not be permitted.—I have, etc.

M. FLETCHER, Registrar of Trade Marks.  
The Secretary, Chamber of Commerce.

### A 3

#### NEW COMPANIES ORDINANCE.

Hongkong General Chamber of Commerce,  
Hongkong, 9th November, 1911.

Sir,—My Committee have been approached by certain British Merchants with regard to the great necessity obtaining for the better control of Joint Stock Companies of wholly, or practically wholly, Chinese or Eurasian Membership, and with a Chinese or Eurasian Directorate.

Chinese members of the community clearly recognise the advantage of working under the Hongkong Ordinances, for 52 Chinese Companies have been registered since 1907 to the end of September, 1911.

As the law is at present, and as it promises to be under the New Companies' Ordinance now before the Legislative Council, British and Foreign Merchants have no real protection when dealing with a Company whose Directors and Members may be here to-day and in the interior to-morrow.

To reasonably protect Commerce, my Committee suggest as essential the following additions to the New Companies' Ordinance.

1. (a) The Books and Accounts of all Companies registered under the Hongkong Ordinances, must be kept in English.
- (b) The auditors of Chinese Companies must be responsible persons approved by the Registrar of Companies.

Obs. (a) This is surely a very reasonable requirement from a concern which becomes "British" immediately upon registration. There seems no hardship from the point of view of expense, for Chinese Clerks with a sufficient knowledge of English for book-keeping purposes are plentiful and increasing.

Obs. (b) Under the new proposed Companies' Ordinance, every Limited Company must file an annual summary of its Assets and Liabilities with the Registrar of Companies, but unless the Accounts are audited by responsible persons this summary will be a mere farce and should the Court or other proper authority consider an investigation by a competent person desirable, it would be a most costly affair, as a certified translation of every book would have to be made before investigation.

2. In addition to the requirements of Clause 66, it is desirable that every Company formed for the purpose of taking over a business as a going concern, should file, as a part of their "Statutory Report," a Statement of the Assets and Liabilities acquired and

(1) What parts of such Assets have been realised from date of incorporation to date of Statutory Report.

(2) What parts of such Liabilities have been discharged from date of incorporation to date of Statutory Report.

Obs.—If the law could be made to require the appointment of Auditors (pro. tem. by the Directors) before the first Annual Meeting, it would be very desirable, for in that case the above Statement would be audited as would the whole Statutory Report.

The effect of such Legislation would be to discourage bogus flotations, but not to hinder bona fide ones.

(3) The Capital of Chinese Companies should be paid up, as regards the Capital issued.

Obs.—There does not seem to be any particular hardship in this. If a Chinese Company with a Nominal Capital of \$100,000. requires only \$50,000., it can sell and issue half its shares instead of issuing the whole half paid up.

It seems very necessary that some law of this kind, or some form of security as regards un-called Capital, should obtain.



## A 3

At the moment, Chinese use this apparent reserve to obtain credit, and it is the unfortunate experience of liquidators that this reserve is seldom, if ever, forthcoming upon a winding-up.

In fact, my Committee understand that the impossibility of collecting the uncalled part of the Capital of a Company in liquidation is within the experience of the Court itself.

It is so perfectly simple for a Chinaman to disappear to Canton or further afield when required to pay up, and so difficult, if not impossible, for a European to do likewise, that differential treatment is surely regently necessary.

Another matter which has engaged the attention of my Committee is the position of Companies enjoying the protection of the Hongkong Ordinances whose chief or only place of business is situated outside the Colony, say for example, Shanghai.

It seems extraordinary, and may lead, if it has not already done so, to considerable abuse that it is possible, at the present moment, for a Company to form itself in Shanghai, whose Members may all be of a nationality other than British, likewise its Directors, Solicitors, Bankers and Auditors, its registered office in this Colony with a foreign firm, and yet it may possess the proud privilege of calling itself a "British" Company. A concrete example of this state of affairs may be found in the enclosed copy of a letter from a Shanghai firm or practising Accountants.

My Committee are aware that the same thing may happen in England or, indeed, in the Colony itself, but in those cases the assets of the Company would be under the control of the British Court, and the Directors would be on the spot.

Presumably if redress were sought against defaulting Directors the action would have to be brought in a Consular Court where the law is probably totally different to that of this Colony.

Of what use the pains and penalties of the new, or any other Hongkong Ordinance, then?

Using my example, it might be said that the Shareholders may be of a nationality not needing British protection, but, taking the concrete example from Messrs. Lowe, Bingham and Matthews's letter, some of the Shareholders are British induced to take shares by the existence of a then largely British Directorate. How are these protected by the new Ordinance?

My Committee venture to suggest that in the case of a Company enjoying the privilege of working under the Hongkong Ordinance whose sole place of business is not within the Colony, the law should require that

## A 3

- (1) Half, at least, of the Directors shall be British.
- (2) The Auditor, or Auditors, shall be responsible Britishers, approved by the British Consul of the port or place at which the Company's Head Office is situate.
- (3) The Registered Office of the Company in Hongkong shall be with a British firm.

These conditions appear to be almost essential to enable a Company to properly understand and carry out the elaborate and necessary requirements of the proposed New Companies' Ordinance.

No loss of Revenue would result to the Colony by reason of these restrictions, for it may be taken for granted that no Company is formed outside the Colony which does not consider it worth while to pay the consequent fees for the advantages offered.

My Committee trust that the suggestions contained in this letter which are advanced solely for the protection of Commerce will receive the sympathetic consideration of His Excellency the Governor.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable The Colonial Secretary.

## A 4

DEBATE ON THE OPIUM ORDINANCE IN THE  
LEGISLATIVE COUNCIL.

Hongkong, 18th October, 1911.

Dear Sir—Enclosed we beg to hand you copy of a letter addressed to the Colonial Secretary on the 6th ulto, and his reply. Will you kindly circulate same for the information of your Committee. Kindly return the Colonial Secretary's letter after it has been circulated.—We are, etc.,

DAVID SASSOON & CO., LTD.

The Secretary, Hongkong General Chamber of Commerce.

Hongkong, 6th September, 1911.

Sir,—We have the honour to draw your attention to the fact that during a debate on the Opium Ordinance at a meeting of the Legislative Council held on the 30th ulto, you are reported to have (Hongkong Daily Press report) made the following statements:—

1. "Prior to the last sale three of the leading merchants came to my office and asked what the intentions of the Government were. I told them that it was extremely probable that any Opium bought would be shut out."



Mr. Gubbay, of Messrs. E. D. Sassoon and Co., and the writer called at your office together as representing the regular importers of Opium, and if any other gentleman called he was not entitled to act on behalf of the regular Opium merchants.

2. "Now I have figures showing that of the 1005 chests imported between 24th July and 29th August, 760 chests were imported by the gentlemen who came to see me."

We beg to inform you that we purchased at the July sale, which was held in Calcutta on Tuesday, 4th, 200 chests of uncertified Opium, out of which 175 chests were purchased for a/c and on behalf of the Hongkong and Macao Opium Farmers, as per contracts, Mr. Shellum had the pleasure of presenting to you for your inspection. These purchases were made prior to any steps being taken to prohibit the import of uncertified Opium into Hongkong. Since the 4th July, we did not purchase nor were we interested in a single chest of uncertified Opium for the Hongkong market. At the August sale we made no purchase for the Hongkong market. It is a fact that at the Import and Export Office we appear as importers of a much larger quantity than 200 chests. This is accounted for by the fact that the Opium was taken delivery of by us and stored in our Godown on behalf of other firms and Banks, and as the B/Lading is endorsed by us we appear as the importers. Mr. Hutchison, at your request called at our office and inspected our godown and books, and we think, thoroughly satisfied himself that we were the actual importers of 200 chests of uncertified Opium only. Will you kindly verify these statements. The above explanation also disposes of the Hon. Mr. Hewett's remark on the same occasion, as follows:—

"I went to see them the day I saw you, or the day afterwards, but they were still buying, as they did not know whether the Bill was coming forward this week or next month. Therefore at the last sale they "had to buy," and the reply of H. E. The Governor, I think their position is a little thin. After protesting against the importation of uncertified Opium, and asking us to introduce this Bill, they go on importing subsequent to the date on which they knew the Bill would be introduced."—We have, etc.,

DAVID SASSOON & CO., LTD.

The Hon. Colonial Secretary, Present,

Colonial Secretary's Office, Hongkong.

16th October, 1911.

Gentlemen,—I have the honour to reply to your letter of the 6th ult. on the subject of certain statements made in the Legislative Council on the 30th of August during the debate upon the Opium Ordinance and to express my great regret that, owing to an unfortunate oversight, no reply has previously been sent to you.

2. You are correct in assuming that I was referring to your firm when I stated that the Opium merchants who came to see me (and who had previously protested against the importation of uncertified opium) had themselves imported between the 24th of July and the 29th of August 760 chests out of a total import of 1,005 chests. I made this statement on the strength of official reports of importation signed by your firm, in which the opium in question was described as "imported by us." You have since informed me that this opium was not, as stated, imported by you, but by other persons, and that your only interest in it was that you acted as warehousemen in respect of it. I have caused inquiry to be made, and find that the information given by your firm in the official reports was incorrect, and that the facts are as stated in your letter under reply.

3.—The Governor desires me to say that the words quoted by you as having been used by him were intended merely as a comment upon the disclosures made during the debate, and their significance so far as your firm is concerned ceases with the explanation you have now afforded.

4. You are at liberty to make any use of this letter you may think fit.—I have, etc.,

WARREN BARNES, Colonial Secretary.

Messrs. D. Sassoon and Co., Ltd.

## A 5

### BOND FOR USE IN ARBITRATIONS.

The following is the Form of Bond adopted by the Committee under clause X of the Bye-Laws in reference to arbitrations:—

KNOW ALL MEN that We

of  
and  
of

are jointly and severally bound to

the Chairman for the time being of the General Committee of the Hongkong General Chamber of Commerce in the sum of One thousand Dollars to be paid to the said Chairman or to his Attorney executors administrators or assigns for which payment we bind ourselves and each of us by these presents.

SEALED with our seals.

Dated this                      day of

THE CONDITION of the above written Bond is such that if the said  
and

and each of them their respective heirs executors and administrators shall in all things well and truly obey abide by and perform the award and final determination of the Arbitrators appointed by the Hongkong



A 5

General Chamber of Commerce and/or of their Umpire and shall pay the fees of the Arbitrators and/or Umpire and of the Hongkong General Chamber of Commerce relating to the arbitration and/or Umpire named as well on behalf of the above bounden

as of the above bounden

to arbitrate award and determine of and concerning all and all manner of actions causes of action claims quarrels controversies trespasses damages and demands whatsoever which at any time or times heretofore have been had been made moved brought commenced sued prosecuted done suffered committed or depending by and between the parties arising out of a Contract dated the                      day of                      for the sale of

so as the said award be made in writing under the hands of the Arbitrators and/or the Umpire then the above written Bond shall be void and of no effect AND the parties hereby agree that this submission shall be a submission within the meaning of Chapter 24 of the Hongkong Code of Civil Procedure and of any statutory modification thereof and that the Arbitrators and/or Umpire shall for the purpose of enabling them or any of them to make the award or decision be at liberty to go into parol as well as written evidence and to examine the parties or either of them and such other witnesses as they or any of them shall think proper on oath and that this submission shall not be revoked by the death of the parties or either of them before the making of the said award and all costs and charges attending the arbitration and award of decision following thereon shall be in the discretion of the Arbitrators and/or Umpire and shall be paid and satisfied as they or he may pronounce and the Arbitrators and/or Umpire may direct such costs to be paid as between party and party or as between solicitor and client as they or he shall think fit

SIGNED SEALED AND DELIVERED

in the presence of:—

**FORTNIGHTLY  
CURRENT EXCHANGE QUOTATIONS  
FOR THE YEAR 1911.**



FORTNIGHTLY CURRENT EXCHANGE AND BULLION QUOTATIONS DURING THE YEAR 1911.

QUOTATIONS.	BANK'S SELLING.									BANK'S BUYING.					BAR SILVER.	CLEAN MEXICAN DOLLARS.	GOLD BAR, 98 TOUCH.	GOLD LEAF 100 TOUCH.
	LONDON T.T.	FRANCE T.T.	G'MANY T.T.	AMER. T.T.	S'HAH T.T.	INDIA T.T.	JAPAN T.T.	S'PORE T.T.	JAVA T.T.	LONDON 4 m/s L.C.	FRANCE 4 m/s.	G'MANY 4 m/s.	AMER. 4 m/s.	A'RALIA 30 d/s.				
Fortnight ending 6th Jan. ....	1/10 <sup>3</sup> / <sub>8</sub>	2.33	1.88 <sup>1</sup> / <sub>2</sub>	44 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	137 <sup>1</sup> / <sub>4</sub>	90 <sup>1</sup> / <sub>2</sub>	78 <sup>3</sup> / <sub>4</sub>	110 <sup>7</sup> / <sub>8</sub>	1/10 <sup>9</sup> / <sub>16</sub>	237 <sup>1</sup> / <sub>2</sub>	193 <sup>1</sup> / <sub>2</sub>	46 <sup>3</sup> / <sub>8</sub>	1/10 <sup>13</sup> / <sub>16</sub>	25 <sup>3</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub> % p.m.	54.50	56.60
Do. 20th Jan. ....	1/9 <sup>11</sup> / <sub>16</sub>	2.28 <sup>1</sup> / <sub>2</sub>	1.85	43 <sup>3</sup> / <sub>4</sub>	74 <sup>3</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>2</sub>	88 <sup>3</sup> / <sub>4</sub>	77	108 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>8</sub>	233	190	45 <sup>3</sup> / <sub>4</sub>	1/10 <sup>3</sup> / <sub>8</sub>	24 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>6</sub> "	55.60	57.70
Do. 3rd Feb. ....	1/9 <sup>7</sup> / <sub>16</sub>	2.26	1.83	43 <sup>1</sup> / <sub>2</sub>	74 <sup>1</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>2</sub>	87 <sup>3</sup> / <sub>4</sub>	76 <sup>1</sup> / <sub>4</sub>	107 <sup>1</sup> / <sub>2</sub>	1/9 <sup>7</sup> / <sub>8</sub>	230 <sup>1</sup> / <sub>2</sub>	188	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>8</sub>	24 <sup>5</sup> / <sub>16</sub>	Par	56.10	58.20
Do. 17th Feb. ....	1/9 <sup>3</sup> / <sub>16</sub>	2.23	1.80 <sup>1</sup> / <sub>2</sub>	43	74 <sup>1</sup> / <sub>4</sub>	131 <sup>1</sup> / <sub>4</sub>	86 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	106 <sup>1</sup> / <sub>4</sub>	1/9 <sup>3</sup> / <sub>8</sub>	227 <sup>1</sup> / <sub>2</sub>	185	44 <sup>3</sup> / <sub>8</sub>	1/9 <sup>13</sup> / <sub>16</sub>	23 <sup>13</sup> / <sub>16</sub>	<sup>1</sup> / <sub>2</sub> % dis.	56.60	58.70
Do. 3rd Mar. ....	1/9 <sup>7</sup> / <sub>16</sub>	2.26 <sup>1</sup> / <sub>2</sub>	1.83	43 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>2</sub>	88	76 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>4</sub>	1/9 <sup>7</sup> / <sub>8</sub>	231	187 <sup>1</sup> / <sub>2</sub>	45 <sup>1</sup> / <sub>2</sub>	1/10 <sup>1</sup> / <sub>8</sub>	24 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>6</sub> "	55.70	57.80
Do. 17th Mar. ....	1/9 <sup>7</sup> / <sub>16</sub>	2.26	1.82 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub>	74 <sup>3</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>2</sub>	87 <sup>3</sup> / <sub>4</sub>	76 <sup>1</sup> / <sub>4</sub>	107 <sup>3</sup> / <sub>8</sub>	1/9 <sup>3</sup> / <sub>8</sub>	230 <sup>1</sup> / <sub>2</sub>	187	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>6</sub> "	56.00	58.10
Do. 31st Mar. ....	1/9 <sup>7</sup> / <sub>16</sub>	2.26	1.82 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub>	74 <sup>3</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>2</sub>	87 <sup>3</sup> / <sub>4</sub>	76 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>	1/9 <sup>3</sup> / <sub>8</sub>	230 <sup>1</sup> / <sub>2</sub>	187	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>16</sub>	24 <sup>5</sup> / <sub>16</sub>	Par	56.00	58.10
Do. 13th April ...	1/9 <sup>3</sup> / <sub>8</sub>	2.28	1.84	43 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>2</sub>	88 <sup>1</sup> / <sub>2</sub>	77	108 <sup>1</sup> / <sub>4</sub>	1/10	232 <sup>1</sup> / <sub>2</sub>	188 <sup>1</sup> / <sub>2</sub>	45 <sup>3</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>4</sub>	24 <sup>9</sup> / <sub>16</sub>	<sup>1</sup> / <sub>8</sub> % dis.	55.60	57.70
Do. 28th April ...	1/9 <sup>3</sup> / <sub>8</sub>	2.30 <sup>1</sup> / <sub>2</sub>	1.86 <sup>1</sup> / <sub>2</sub>	44 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	136 <sup>1</sup> / <sub>4</sub>	89 <sup>1</sup> / <sub>2</sub>	78	109 <sup>1</sup> / <sub>2</sub>	1/10 <sup>1</sup> / <sub>4</sub>	235	191	46 <sup>1</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>2</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>4</sub> "	55.10	57.20
Do. 12th May ....	1/9 <sup>3</sup> / <sub>4</sub>	2.29 <sup>1</sup> / <sub>2</sub>	1.85 <sup>1</sup> / <sub>2</sub>	44 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	135 <sup>1</sup> / <sub>2</sub>	89	77 <sup>3</sup> / <sub>4</sub>	109	1/10 <sup>1</sup> / <sub>16</sub>	234	190	45	1/10 <sup>5</sup> / <sub>16</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>4</sub> "	55.40	57.50
Do. 26th May ....	1/9 <sup>3</sup> / <sub>8</sub>	2.28	1.84	43 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>4</sub>	88 <sup>1</sup> / <sub>2</sub>	77 <sup>3</sup> / <sub>4</sub>	108 <sup>1</sup> / <sub>4</sub>	1/10	232 <sup>1</sup> / <sub>2</sub>	188 <sup>1</sup> / <sub>2</sub>	45 <sup>3</sup> / <sub>4</sub>	1/10 <sup>3</sup> / <sub>8</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>4</sub> "	55.70	57.80
Do. 10th June ....	1/9 <sup>11</sup> / <sub>16</sub>	2.28 <sup>1</sup> / <sub>2</sub>	1.84 <sup>1</sup> / <sub>2</sub>	44	74 <sup>3</sup> / <sub>4</sub>	135 <sup>1</sup> / <sub>4</sub>	88 <sup>3</sup> / <sub>4</sub>	77 <sup>3</sup> / <sub>4</sub>	108 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>16</sub>	233	189	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>7</sup> / <sub>16</sub>	24 <sup>9</sup> / <sub>16</sub>	<sup>1</sup> / <sub>4</sub> "	55.60	57.70
Do. 23rd June ....	1/9 <sup>11</sup> / <sub>16</sub>	2.28 <sup>1</sup> / <sub>2</sub>	1.84 <sup>1</sup> / <sub>2</sub>	44	74 <sup>3</sup> / <sub>4</sub>	135 <sup>1</sup> / <sub>2</sub>	88 <sup>3</sup> / <sub>4</sub>	77 <sup>3</sup> / <sub>4</sub>	108 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>16</sub>	233	189	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>7</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub> "	55.60	57.70
Do. 7th July ....	1/9 <sup>9</sup> / <sub>16</sub>	2.27	1.83 <sup>1</sup> / <sub>2</sub>	43 <sup>3</sup> / <sub>4</sub>	74 <sup>1</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>4</sub>	88 <sup>1</sup> / <sub>4</sub>	77	108 <sup>1</sup> / <sub>4</sub>	1/9 <sup>5</sup> / <sub>8</sub>	231 <sup>1</sup> / <sub>2</sub>	188	45 <sup>1</sup> / <sub>2</sub>	1/10 <sup>3</sup> / <sub>16</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>2</sub> "	55.95	57.95
Do. 21st July ....	1/9 <sup>9</sup> / <sub>16</sub>	2.27	1.83 <sup>1</sup> / <sub>2</sub>	43 <sup>3</sup> / <sub>4</sub>	74 <sup>3</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>2</sub>	88 <sup>1</sup> / <sub>4</sub>	77	108 <sup>3</sup> / <sub>8</sub>	1/9 <sup>5</sup> / <sub>8</sub>	231 <sup>1</sup> / <sub>2</sub>	188	45 <sup>1</sup> / <sub>2</sub>	1/10 <sup>5</sup> / <sub>16</sub>	24 <sup>5</sup> / <sub>16</sub>	<sup>1</sup> / <sub>2</sub> "	55.85	57.95
Do. 4th Aug. ....	1/9 <sup>3</sup> / <sub>8</sub>	2.25	1.82 <sup>1</sup> / <sub>2</sub>	43 <sup>3</sup> / <sub>4</sub>	74 <sup>3</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>4</sub>	87 <sup>1</sup> / <sub>2</sub>	76 <sup>1</sup> / <sub>4</sub>	107 <sup>1</sup> / <sub>4</sub>	1/9 <sup>3</sup> / <sub>8</sub>	229 <sup>1</sup> / <sub>2</sub>	187	44 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>8</sub>	<sup>3</sup> / <sub>4</sub> "	56.30	58.40
Do. 18th Aug. ....	1/9 <sup>3</sup> / <sub>8</sub>	2.25 <sup>1</sup> / <sub>2</sub>	1.82 <sup>1</sup> / <sub>2</sub>	43 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	133 <sup>1</sup> / <sub>4</sub>	87 <sup>1</sup> / <sub>2</sub>	76 <sup>1</sup> / <sub>4</sub>	107 <sup>1</sup> / <sub>4</sub>	1/9 <sup>3</sup> / <sub>8</sub>	229 <sup>1</sup> / <sub>2</sub>	187	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>8</sub>	24 <sup>1</sup> / <sub>16</sub>	<sup>1</sup> / <sub>2</sub> % dis.	56.10	58.20
Do. 1st Sept. ...	1/9 <sup>1</sup> / <sub>2</sub>	2.26	1.83	43 <sup>1</sup> / <sub>2</sub>	75 <sup>3</sup> / <sub>4</sub>	134	88	76 <sup>1</sup> / <sub>2</sub>	108	1/9 <sup>1</sup> / <sub>8</sub>	226	187 <sup>1</sup> / <sub>2</sub>	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>3</sup> / <sub>16</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>6</sub> "	55.90	58.00
Do. 15th Sept. ...	1/9 <sup>1</sup> / <sub>2</sub>	2.26	1.83 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub>	75 <sup>3</sup> / <sub>4</sub>	134	88	76 <sup>1</sup> / <sub>2</sub>	108	1/10	230 <sup>1</sup> / <sub>2</sub>	188	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>1</sup> / <sub>8</sub>	24 <sup>3</sup> / <sub>8</sub>	<sup>1</sup> / <sub>2</sub> "	55.90	58.00
Do. 29th Sept. ...	1/9 <sup>9</sup> / <sub>16</sub>	2.26	1.84	43 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	134	88 <sup>1</sup> / <sub>4</sub>	76 <sup>3</sup> / <sub>4</sub>	108 <sup>1</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>16</sub>	231	189	45 <sup>3</sup> / <sub>8</sub>	1/10 <sup>7</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>16</sub> "	55.80	57.90
Do. 13th Oct. ....	1/9 <sup>9</sup> / <sub>16</sub>	2.26 <sup>1</sup> / <sub>2</sub>	1.84 <sup>1</sup> / <sub>4</sub>	43 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	134 <sup>1</sup> / <sub>4</sub>	88 <sup>1</sup> / <sub>4</sub>	76 <sup>3</sup> / <sub>4</sub>	108 <sup>1</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>16</sub>	231 <sup>1</sup> / <sub>2</sub>	189	45 <sup>1</sup> / <sub>2</sub>	1/10 <sup>7</sup> / <sub>16</sub>	24 <sup>5</sup> / <sub>16</sub>	<sup>1</sup> / <sub>2</sub> "	55.80	57.90
Do. 27th Oct. ....	1/10 <sup>1</sup> / <sub>16</sub>	2.31 <sup>1</sup> / <sub>2</sub>	1.88 <sup>1</sup> / <sub>2</sub>	44 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	137 <sup>1</sup> / <sub>4</sub>	89	78 <sup>3</sup> / <sub>4</sub>	110 <sup>3</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>16</sub>	236 <sup>1</sup> / <sub>2</sub>	193 <sup>1</sup> / <sub>2</sub>	46 <sup>3</sup> / <sub>8</sub>	1/10 <sup>13</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>4</sub> p.m.	55.00	57.10
Do. 10th Nov. ....	1/10 <sup>3</sup> / <sub>16</sub>	2.33	1.89 <sup>1</sup> / <sub>2</sub>	45	75 <sup>3</sup> / <sub>4</sub>	138	90 <sup>1</sup> / <sub>2</sub>	79 <sup>3</sup> / <sub>4</sub>	111 <sup>3</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>16</sub>	238	194 <sup>1</sup> / <sub>2</sub>	46 <sup>3</sup> / <sub>8</sub>	1/11 <sup>1</sup> / <sub>16</sub>	26	2	54.90	56.90
Do. 24th Nov. ....	1/10 <sup>3</sup> / <sub>16</sub>	2.33 <sup>1</sup> / <sub>2</sub>	1.89	44 <sup>3</sup> / <sub>4</sub>	75 <sup>3</sup> / <sub>4</sub>	138 <sup>1</sup> / <sub>4</sub>	90 <sup>1</sup> / <sub>4</sub>	79 <sup>3</sup> / <sub>4</sub>	111	1/10 <sup>1</sup> / <sub>16</sub>	238 <sup>1</sup> / <sub>2</sub>	194	46 <sup>3</sup> / <sub>4</sub>	1/11 <sup>1</sup> / <sub>16</sub>	26 <sup>3</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>2</sub> "	54.70	56.70
Do. 8th Dec. ....	1/10 <sup>3</sup> / <sub>4</sub>	2.34	1.90	45	75 <sup>3</sup> / <sub>4</sub>	138 <sup>3</sup> / <sub>4</sub>	90 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>4</sub>	111 <sup>3</sup> / <sub>4</sub>	1/10 <sup>3</sup> / <sub>4</sub>	239	195	46 <sup>3</sup> / <sub>8</sub>	1/11 <sup>1</sup> / <sub>4</sub>	25 <sup>9</sup> / <sub>16</sub>	4	54.40	56.60
Do. 22nd Dec. ....	1/10 <sup>1</sup> / <sub>4</sub>	2.34	1.89 <sup>1</sup> / <sub>2</sub>	45	74 <sup>1</sup> / <sub>4</sub>	138 <sup>1</sup> / <sub>2</sub>	90 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>2</sub>	111 <sup>3</sup> / <sub>4</sub>	1/10 <sup>1</sup> / <sub>4</sub>	239	194 <sup>1</sup> / <sub>2</sub>	46 <sup>3</sup> / <sub>8</sub>	1/11 <sup>1</sup> / <sub>8</sub>	25 <sup>3</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>2</sub> "	54.40	56.40



**TABLE SHOWING THE HIGHEST AND LOWEST  
Prices of Bar Silver in London,  
Rates of Exchange in Hongkong, and Bank of  
England rate of Discount, for the years  
1877 to 1911.**

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



REPORT

OF THE

HARBOUR MASTER.

The total of the shipping entering and clearing at Ports in the County of Cork during 1911 amounted to 41,510 vessels of 1,171,500 tons, which, compared with 40,177 vessels of 1,171,500 tons in 1910, shows a decrease in number of 1,367 vessels, with a decrease of 25,200 tons.

The above figures, however, do not include the tonnage of the fishing boats which, in 1911, amounted to 10,711 tons, and in 1910, to 10,711 tons, and are distributed as follows:

Year	Tonnage	Number of Vessels
1911	10,711	91
1910	10,711	91
1909	10,000	100
1908	10,000	100
1907	10,000	100
1906	10,000	100
1905	10,000	100
1904	10,000	100
1903	10,000	100
1902	10,000	100
1901	10,000	100

The movements of fishing boats are not included in the above figures.

The average tonnage of individual Ocean Vessels entering the Port of Cork during 1911 was 28,117 tons, and in 1910, 28,117 tons, and in 1909, 28,117 tons, and in 1908, 28,117 tons, and in 1907, 28,117 tons, and in 1906, 28,117 tons, and in 1905, 28,117 tons, and in 1904, 28,117 tons, and in 1903, 28,117 tons, and in 1902, 28,117 tons, and in 1901, 28,117 tons.

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TABLE SHOWING THE HIGHEST AND LOWEST

Prices of Bar Silver in London, Rates of Exchange in Hongkong, and Bank of England rate of Discount for the year 1877 to 1911.

Year	Highest	Lowest	Bank of England rate of Discount
1877	100	100	5
1878	100	100	5
1879	100	100	5
1880	100	100	5
1881	100	100	5
1882	100	100	5
1883	100	100	5
1884	100	100	5
1885	100	100	5
1886	100	100	5
1887	100	100	5
1888	100	100	5
1889	100	100	5
1890	100	100	5
1891	100	100	5
1892	100	100	5
1893	100	100	5
1894	100	100	5
1895	100	100	5
1896	100	100	5
1897	100	100	5
1898	100	100	5
1899	100	100	5
1900	100	100	5
1901	100	100	5
1902	100	100	5
1903	100	100	5
1904	100	100	5
1905	100	100	5
1906	100	100	5
1907	100	100	5
1908	100	100	5
1909	100	100	5
1910	100	100	5
1911	100	100	5



## 1.—Shipping.

The total of the Shipping entering and clearing at Ports in the Colony during the year 1911 amounted to 543,570 vessels of 36,179,152 tons, which, compared with figures for 1910, shows a decrease in numbers of 3,594 vessels, with a decrease of 355,209 tons.

Of the above, 44,978 vessels of 23,063,108 tons were engaged in Foreign Trade, as against 40,714 of 23,160,256 tons in 1910, and were distributed as follows:—

	1911.		1910.	
	Numbers.	Numbers.	Tonnage.	Tonnage.
British Ocean-going ships,	8·7 %	10·5 %	32·9 %	35·0 %
Foreign Ocean-going ships,	9·3	10·6	34·3	35·0
British River Steamers, ...	15·3	16·0	17·8	17·3
Foreign River Steamers ...	3·1	3·3	3·2	3·0
Steam-launches (under 60 tons), .....	7·2	7·7	0·6	0·6
Trading Junks,	56·4	51·9	11·2	9·1
	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>

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

2. Of ships of European construction, 4,042 Ocean Steamers, 7 Sailing Ships, 4,147 River Steamers, and 1,617 Steamships not exceeding 60 tons entered during the year, giving a daily average entry of 26·9 ships, as compared with 26·7 in 1910 and 25·6 in 1909.

3. The average tonnage of individual Ocean Vessels entering the port has once more increased—from 2,457·3 tons to 2,495·1 tons. That of British ships has increased (2,633·5 tons as against 2,594·5 tons) while that of Foreign ships has increased from 2,324·1 tons to 2,365·7 tons.

During the past 20 years, the average tonnage of Ocean Vessels has increased from 1,181·1 tons to 1,915·5 tons.

The average tonnage of River Steamers entered during the year has again decreased from 602·1 tons to 584·9 tons. That of British River Steamers has decreased from 617 tons to 599 tons, and that of Foreign River Steamers from 529 tons to 518 tons.

4. A comparison between the years 1910 and 1911 is given in the following table:—

Class of Vessels.	1910.		1911.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean-going, .....	4,262	8,111,946	3,907	7,589,995	...	...	335	521,951
Foreign Ocean-going, .....	4,312	8,103,969	4,180	7,917,640	...	...	132	186,329
British River Steamers, ...	6,483	4,000,073	6,871	4,116,736	388	116,663	...	...
Foreign River Steamers, ...	1,334	706,616	1,423	736,057	89	29,441	...	...
Steamships under 60 tons (Foreign Trade), .....	3,153	136,765	3,263	130,092	110	...	...	† 6,673
Junks Foreign Trade, .....	21,170	2,100,887	25,324	2,572,588	4,146	471,701	...	...
Total Foreign Trade, ...	40,714	23,160,256	44,978	23,063,108	4,751	617,805	487	714,953
Steam-launches plying in Waters of Colony	466,014	10,986,234	461,984	10,981,990	...	...	4,030	§ 4,244
Junks Local Trade, .....	*40,436	*2,387,871	†36,608	†2,134,054	...	...	3,828	253,817
Grand Total,...	547,164	36,534,361	543,570	36,179,152	4,751	617,805	8,345	973,014
					Net, .....	...	...	3,594 355,209

\* Including 21,056 Conservancy and Dust Boats of 1,540,984 tons.

† " " " " " of 818,292 "

‡ Decrease owing to a number of smaller sized launches being employed.

§ Small decrease in tonnage owing to larger sized launches being employed.



5. This table shows a decrease in British Shipping of 355 ships of 521,951 tons, or of 8.3 per cent. in numbers and of 6.4 per cent. in tonnage. This large falling off, which occurred in the latter half of the year, is principally due to a stagnation in trade occasioned by the unrest in China, failure of the Rice Crops, strikes in the United Kingdom, and to the turnover of the China Manila Steamship Company's fleet to the United States flag.

British River Steamers have increased from 6,483 ships of 4,000,073 tons to 6,871 ships of 4,116,736 tons, or, 2.3 per cent. in ships and 2.9 per cent. in tonnage. This is explained by the new steamer *Wing On* contributing 295 trips, also, to the increased number of trips made by the Canton Steamers, particularly, at the time of the unrest in Canton.

Foreign Ocean Vessels have decreased by 132 ships or 3.0 per cent. in numbers, and of 2.3 per cent. in tonnage. This result is due to increases of 66, 47, 26, 20, 15 and 4 ships under United States, Dutch, Portuguese, Russian, French and Japanese flags respectively, which are counterbalanced by decreases of 141, 121, 27, 18, 2, and 1 ships under German, Chinese, Swedish, Norwegian, Italian and Danish flags respectively. The increase shown under the United States flag is explained by the steamers *Rubi* and *Zafiro* being transferred from British colours; also the increase shown under the Dutch flag is explained by four steamers that did not call at the port in the previous year. The decrease under the German flag is chiefly accounted for by the falling off in trade from Bangkok: similarly, the decrease under the Chinese flag is due to the fact of the loss of the *Meefoo* and the stoppage of two steamers which previously traded to the port.

Foreign River Steamers have increased by 89 ships (or 6.6 per cent.) of 29,441 tons (or 4.1 per cent.). This is mainly accounted for by the new steamers *Shing Ping* and *Licorne* contributing 72 trips, and to an increase in trips of vessels under the Portuguese flag.

As in former years, I here insert a comparison between the shipping of the port twenty years ago and to-day. In 1891, 2,856 British ships, of 3,593,223 net register tons entered the port, against 10,778 ships, of 11,706,731 net register tons in 1911; an increase of 277.3 per cent. in numbers and 223 per cent. in tonnage. These figures include Ocean and River Steamers and Ocean-going Sailing Ships (not junks). In the same way, Foreign Shipping, during the same period, has increased from 1,495 ships of 1,545,404 net register tons in 1891, to 5,603 ships of 8,653,697 net register tons; an increase of 275.7 per cent. in numbers and of 459.9 per cent. in tonnage.

6. The actual number of individual Ocean Vessels of European type of construction entering during 1911 was 720, being 348 British and 372 Foreign. The corresponding figures for 1910 were 734, 365, and 369, respectively.

These 720 ships aggregated 1,796,498 tons. They entered 4,049 times, giving a collective tonnage of 7,756,033 tons. Thus, compared with 1910, 14 less ships with a tonnage decreased by 8,177 tons, entered 235 less times, and gave a collective tonnage less by 356,952 tons.

Thus:—

Flag.	Steamers.		No. of Times entered.		Total Tonnage.	
	1910.	1911.	1910.	1911.	1910.	1911.
British { Steamers	360	344	2,124	1,952	4,041,557	3,781,622
{ Sailing ...	5	4	7	6	17,663	16,534
German,.....	113	111	722	657	1,206,757	1,133,786
Japanese { Steamers	101	106	507	509	1,341,083	1,354,362
{ Sailing	1	...	1	...	138	...
Norwegian, .....	34	36	223	210	236,334	221,039
Austrian, .....	7	6	24	24	95,062	96,380
Chinese,.....	22	20	250	192	314,879	241,362
Danish, .....	6	8	20	20	33,165	45,928
Dutch, .....	16	16	108	130	214,737	235,881
French, .....	35	27	144	152	262,670	242,469
Italian, .....	3	2	13	12	34,496	31,188
Portuguese, .....	3	4	66	79	29,478	32,842
Russian, .....	7	11	10	20	28,803	53,080
Swedish,.....	5	6	27	14	45,398	25,778
U. S. A. { Steamers	15	18	37	71	210,466	243,619
{ Sailing...	...	1	...	1	...	163
No Flag, .....	1	...	1	...	299	...
Total,.....	734	720	4,284	4,049	8,112,985	7,756,033

7. The 348 British Ships carried 3,445 British Officers and 12, Foreign Officers, the latter consisting of 7 U.S.A., 2 Norwegians, 2 Dutch, and 1 German.

Thus, the proportion of Foreign Officers serving in British Ships was 0.35%, comprising 4 nationalities, a decrease of 0.19% with a decrease in number of officers and of ships.

8. The 372 Foreign Ships carried 2,600 officers, of whom 90 were British, as follows:—

		1911.	1910.
In Chinese Ships	-	70	90
„ French „	-	4	6
„ Japanese „	-	12	42
„ United States Ships	-	4	6
		90	144



Thus, 3.5% of the officers serving in Foreign Vessels were of British nationality, a decrease in the number of officers and ships.

9. The Nationality of the Crews in British and Foreign Ships was as follows:—

	VESSELS.		BRITISH CREWS.		U. S. A. AND EUROPEANS.		ASIATICS.	
	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.
British,	365	348	24,610	22,652	449	431	131,635	119,463
Foreign,	369	372	1,352	1,195	28,216	27,181	113,050	112,584
Total, ...	734	720	25,962	23,847	28,665	27,612	244,685	232,047

Hence in British Ships:—		And in Foreign Ships:—	
1910.	1911.	1910.	1911.
15.70 %	15.89 % of the crews were British.	0.95 %	0.85 % of the crews were British.
0.29 %	0.30 % of the crews were other Europeans.	19.78 %	19.28 % of the crews were other Europeans.
84.01 %	83.81 % of the crews were Asiatics.	79.27 %	79.87 % of the crews were Asiatics.

## 2.—Trade

10. As pointed out in previous reports, the figures which used to appear under this heading were misleading, being inaccurate in some cases. However, in the few items of Import Trade of which substantially accurate details can be given, and as to these, the following remarks may be of interest:—

*Coal.*—1,046,290 tons were imported during the year. This quantity, compared with the imports for 1910, shows a decrease of 68,839 tons or 6.6%. This decrease may be ascribed to greater quantities of coal passing through Hongkong to Canton than heretofore, principally, Japanese, North China and Hongay coals; also to the falling off in Ocean Tonnage.

Of the many varieties of coal imported, Japanese heads the list. Next comes North China and Hongay. The importation from Pulo Laut is increasing. There was only one cargo of Cardiff coal commercially imported. No Australian coal was discharged throughout the year.

*Kerosene Oil* shows a big increase in Bulk Oil of 62,367 tons or 111.1%, and in Case Oil an increase of 4,112 tons or 8.2%, while Liquid Fuel has increased by 7,759 tons or 82.3%. The huge increase in Bulk Oil can be attributed to a great extent to the cutting of rates between the Standard Oil and Asiatic Petroleum Companies, and as the stocks were left short in 1910 it further enhanced the importation of the commodity during the year, and, also, to shipments hitherto shipped direct to coast ports, but now transhipped here. Owing to the Revolution in China sales in the Interior have now become restricted. Similarly, the increase in Liquid Fuel tends to show that this class of fuel is now becoming popular in steamers which hitherto exclusively consumed coal.

*Cotton and Cotton Yarn.*—Here is shown a large decrease amounting to 34,730 tons or 87.5% chiefly due to high prices ruling for cotton during the year, which made it prohibitive to the poorer Chinese and so checked business. The last two or three months of the year were particularly bad for business owing to the Revolution.

*Flour.*—Here our returns show a great increase of 49,679 tons or 153.8%, due to the poor rice and wheat crops in China throughout the year. Districts which were supplied last year from the abundant crops of China have this year been compelled to fall back on the American product. The price of rice has also enhanced the demand for American flour, this being used as a substitute for rice and rice flour. The prices of rice throughout the year have practically stood at about 40% over normal prices, possibly, the high prices of flour in Australia have to some extent inflated our imports here, inasmuch, as such high prices have curtailed that country's shipments to ports south of Hongkong, which are large consumers (Java, Straits, Burmah, &c.), and the southern ports have come to us for their supplies; this port being the distributing centre of those districts for American flour.

*Rice.*—Here our returns show a falling off of 152,224 tons or 26.6%. The failure of the southern crops in general, as evidenced by the high prices which have ruled on the markets for the last half year, has, of course, been the reason of the decline.

11. The total reported Imports during the year amounted to 3,995,793 tons as against 4,292,194 tons in 1910, a decrease of 296,401 tons or 7.4%. Exports show an increase of 71,672 tons or 3.1%. Transit cargo shows an increase of 66,109 tons or 1.6%. These figures are not, however, reliable, there being no means of collecting accurate information in the absence of any Customs Staff.



The number and tonnage of ships of European type of construction carrying cargo for import and transit, compared with 1910, was as follows:—

	1910.		1911.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers, .....	4,276	8,095,184	4,042	7,739,336	...	...	234	355,848
River Steamers, .....	3,910	2,354,268	4,147	2,425,868	237	71,600	...	...
Sailing Vessels, .....	8	17,801	7	16,697	...	...	1	1,104
Total, .....	8,194	10,467,253	8,196	10,181,901	237	71,600	235	356,952
					Increase, .....		2	265,352

12. The corresponding figures relating to ships of European type of construction exporting cargo, and shipping bunker coal, follow:—

EXPORTS.

	1910.		1911.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers, .....	4,282	8,082,780	4,029	7,732,115	...	...	253	350,665
River Steamers, .....	3,907	2,352,421	4,147	2,426,925	240	74,504	...	...
Sailing Vessels, .....	8	20,150	9	19,487	1	...	...	663
Total, .....	8,197	10,455,351	8,185	10,178,527	241	74,504	253	351,328
							12	276,824
					Net Decrease, .....		12	276,824

Exported 2,263,000 tons including River Trade as compared with 2,240,000 tons in 1910.

	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.
Steamers, .....	4,282	579,841	4,029	516,232	...	...	253	63,609
River Steamers, .....	3,907	61,286	4,147	65,075	240	3,789	...	...
Total, .....	8,189	641,127	8,176	581,307	240	3,789	253	63,609



13. The River Trade, compared with 1910, is shown in the following Table:—

Year.	Imports.	Exports.	Passengers.
1910, .....	386,813	318,412	1,984,793
1911, .....	337,207	308,773	2,343,414

14. The following Table shows the Junk Trade of the Colony for 1910 and 1911:—

	1911.		1910.	
	Junks.	Tons.	Junks.	Tons.
Foreign Trade,.....	12,862	1,286,807	10,736	1,068,177
Local Trade,.....	18,798	1,068,211	20,224	1,199,024
Total,.....	31,660	2,355,018	30,960	2,267,201
	EXPORTS.		1910.	
Foreign Trade,.....	12,472	1,285,781	10,434	1,032,710
Local Trade,.....	17,810	1,065,843	20,212	1,188,847
Total,.....	30,282	2,351,624	30,646	2,221,557

15. A summary of the Shipping and Trade of the Port for the year 1911. The trade return is given to the nearest 1,000 tons only:—

	No. of Ships.	Tons.					Passengers.		Emigrants.	
		Discharged.	Shipped.	In Transit.	Bunker Coal.	Total.	Registered Tonnage.	Arrived.		Departed.
British Ocean-going,.....	3,907	1,503,000	1,092,000	2,157,000	221,000	4,973,000	7,589,995	169,708	137,207	92,691
Foreign Ocean-going, ...	4,180	2,156,000	934,000	1,888,000	295,000	5,273,000	7,917,640	108,853	100,093	42,874
British River Steamers, ...	6,871	243,000	221,000	...	51,000	515,000	4,116,736	1,097,685	1,038,374	...
Foreign River Steamers, ...	1,423	94,000	88,000	...	14,000	196,000	736,057	118,693	88,662	...
Total,.....	16,381	3,996,000	2,335,000	4,045,000	581,000	10,957,000	20,360,428	1,494,939	1,364,336	135,565
Steam-launches, Foreign Trade, .....	3,263	8,000	10,000	...	6,000	24,000	130,092	19,630	26,837	...
Junks, Foreign Trade, ...	25,334	475,000	680,000	...	...	1,155,000	2,572,588	31,845	26,994	...
Total Foreign Trade,	44,978	4,479,000	3,025,000	4,045,000	587,000	12,136,000	23,063,108	1,546,414	1,418,167	...
Steam-launches, Local Trade, .....	461,984	1,000	1,000	...	36,000	38,000	10,981,990	2,866,617	2,847,703	...
Junks, Local Trade, .....	36,608	115,000	100,000	...	...	215,000	2,134,054	24,153	28,282	...
Total Local Trade,	498,592	116,000	101,000	...	36,000	253,000	13,116,044	2,890,770	2,875,985	...



3.—Revenue and Expenditure.

16. The gross Revenue collected by the Harbour Department during the year was \$506,964.85 as against \$494,234.84 collected in the previous year, showing an increase of \$12,730.01 or 2.4%:—

	1910.	1911.	Increase.	Decrease.
Light Dues, .....	\$ 86,157.20	\$ 82,578.09	\$ ...	\$ 3,579.11
Light Dues, Special Assessment, .....	95,810.83	92,802.14	...	3,008.69
Licences and Internal Revenue, .....	137,288.67	137,368.56	79.89	...
Fees of Court and Office, .....	174,811.89	194,023.86	19,211.97	...
Miscellaneous Receipts, .....	166.25	192.20	25.95	...
<b>Total.....</b>	<b>\$ 494,234.84</b>	<b>\$ 506,964.85</b>	<b>\$ 19,317.81</b>	<b>\$ 6,587.80</b>
Deduct Decrease,.....			\$ 6,587.80	
<b>Net Increase .....</b>			<b>\$ 12,730.01</b>	

The principal increases are under Medical Examination of Emigrants, \$16,533; Sunday Cargo Working Permits, \$6,500; Fines, \$868.88; Steam-launch Licences, &c., \$569.50; Boat Licences, \$339.06; Fees for storage of gunpowder, &c., \$399.62; Junk Licences, \$255.80; Chinese Passenger Ship Licences, \$105; Survey of Steam-launches, \$90 and Message Fees for notifying ships signalled \$31.20.

There has been falling off in Revenue under the headings:— Light Dues, \$3,579.11; Light Dues, Special Assessment, \$3,008.69; Engagement and Discharge of Seamen, \$2,269.80; Survey of Steamships, \$778.60; Registry Fees, \$612; Examination of Masters, Mates, &c., \$577.50; Fishing Stakes and Station Licences, \$483; Emigration Brokers' Licences, \$200; Pilots' licences, \$90; and Sale of Printed Forms, \$41.75.

17. The expenditure of the Harbour Department (exclusive of the Imports and Exports Office) for 1911 was \$161,149.32 as against \$160,035.89 expended in 1910. The expenditure stated above for 1911 includes \$507.90 paid for coal remaining in stock at the end of December but does not include \$2,500 and \$12,372.11 specially expended respectively for recoppering the Government Steam Tender *Stanley* and for the installation of Matthews Incandescent Oil Burners in Gap Rock, Waglan and Green Island Lighthouses.

The Amount of Light Dues collected was as follows:—

Class of Vessels	No. of Trips.	Tonnage.	Rate per ton.	Fees Collected.	Special Assessment.		Total Fees Collected.
					Rate per ton.	Fees Collected.	
Ocean Vessels, .....	3,960	7,697,557	1 cent.	\$ 76,975.57	1 cent.	\$ 76,975.57	\$ 153,951.14
Steam Launches, .....	1,521	61,287	1 "	612.87	1 "	612.87	1,225.74
River Steamers (Night Boats), .....	2,749	1,496,908	1 "	4,989.65	1 "	7,484.54	12,474.19
River Steamers (Day Boats), .....	1,282	927,499	Nil.	—	1 "	7,729.16	7,729.16
<b>Total,.....</b>	<b>9,512</b>	<b>10,183,251</b>		<b>\$82,578.09</b>		<b>\$92,802.14</b>	<b>\$175,380.23</b>



**4.—Steam-launches.**

18. On the 31st December, there were 303 Steam-launches (including MotorBoats) employed in the Harbour. Of these, 129 were licensed for conveyance of passengers, &c., 134 were privately owned, 18 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 Military and 18 Naval.

Nine Masters' Certificates were suspended for incompetency or negligence in the performance of their duties; 3 were suspended for 3 months, and were required to be re-examined before their certificates were returned; 1 was suspended for six months; 2 were suspended for 1 month and were required to come up for instruction at the expiration of that time; 2 were suspended for 1 month and 2 months respectively and were required to come up for examination at the expiration of those times and 1 was ordered to re-pass the examination before his certificate was returned.

Five hundred and fifteen (515) engagements and four hundred and sixty-six (466) discharges of masters and engineers were made during the year.

As in 1910, seven (7) steam-launches were permitted to carry Arms, &c., for their protection against pirates. These were all previously allowed.

**5.—Emigration and Immigration.**

19. One hundred and thirty-five thousand five hundred and sixty-five (135,565) Emigrants left Hongkong for various places during the year 1911 (111,058 in 1910).

Of these, 98,691 were carried in British Ships, and 42,874 in Foreign Ships.

These figures show a substantial increase over 1910 of 24,507 (or 22%) which can be accounted for in the same way as last year; providing labour for rubber plantations in the Federated Malay States.

One hundred and forty-nine thousand eight hundred and ninety-four (149,894) returning emigrants are reported to have been brought to Hongkong from the several places to which they had emigrated, either from this Colony, or from Coast Ports, as against 149,564 in 1910. Of these 112,328 arrived in British Ships, and 37,566 in Foreign Ships.

**6.—Registry, &c., of Shipping.**

20. During the year, 20 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 4 Certificates of Registry were cancelled. 111 Documents, &c., were dealt with in connection with the Act, the fees on which amounted to \$846 as compared with \$1,458 in 1910.

**7.—Marine Magistrate's Court**

21. Two hundred and thirty-five cases were heard in the Marine Magistrate's Court (95 in 1910). Breach of the Harbour Regulations, Disobeying the Lawful Orders of the Harbour Master, Neglecting to exhibit lights, Failing to observe the Rule of the Road, and carrying passengers in excess were the principal offences.

**8.—Marine Court.**

*(Under Section 19 of Ordinance 10 of 1899.)*

22. During the year only one Court was held:—

On the 11th December, inquiry into the circumstances attending the piracy on November 23rd on the British S.S. "Shui On," Official No. 126,987 of Hongkong, of which Robert Alexander Johnson, number of whose Certificate of Competency is 191 Singapore, was Master.

The Court found that shortly after the Ship had taken the ground on a spit N.E. of Staunch Island, West River, a number of armed Chinese pirates attacked the ship firing volleys at the European Quarters and afterwards ransacked her, taking away valuables to the amount of \$10,000, of which \$9,500 belonged to the passengers and crew; and that the Chief Officer, Mr. Nicholson, lost his life in gallantly endeavouring to prevent the pirates from boarding the ship.

**9.—Examination of Masters, Mates and Engineers.**

23. The following Tables show the number of Candidates examined under Ordinance 10 of 1899, for Certificates of Competency, distinguishing those who passed from those who failed:—



(Under Board of Trade Regulations.)

Grade.	Passed.	Failed.
Master, .....	9	...
Master, (Provisional Certificate), .....	1	...
First Mate, .....	8	1
Second Mate, .....	1	1
Mate, .....	...	1
Mate, River Steamer, .....	...	2
Total, .....	19	5
First Class Engineer, .....	21	5
Second Class Engineer, .....	30	1
Total, .....	51	6

For Steamships not exceeding 60 tons, under Section 37 of Ordinance No. 10 of 1899:—

Candidates.	Passed.	Failed.
For Master, .....	62	3
For Engineer, .....	50	1
Total, .....	112	4

**10.—Examination of Pilots.**

(Under Ordinance No. 3 of 1904.)

24. Only one candidate was examined during the year and passed. One Licence was issued, and 13 Licences were renewed.

**11.—Sunday Cargo Working.**

25. During the year 319 Permits were issued under Ordinance No. 1 of 1891 as compared with 267 in 1910. Of these 107 were not used as it was found unnecessary to work cargo on the Sunday and the fees in such cases were refunded.

The Revenue collected under this head amounted to \$36,975 as against \$30,475 in 1910.

**12.—New Territories.**

Thirteenth year of British Administration.

26. The Outstations attached to the Harbour Department, now seven in number, have continued to perform the work allotted to them, and during the year Licences, Port Clearances, Permits, &c., have been issued by them as follows:—

	1899	1910.	1911.
Cheung Chau opened	1899.....	13,484	13,780
Tai O	1899.....	6,258	7,494
Tai Po	1900.....	9,022	8,928
Sai Kung	1902.....	2,683	3,504
Long Ket	1905.....	8,260	6,473
Deep Bay	1901		
closed July 1909, re-			
opened December, 1911.....		—	560
Ping Shan opened 1st Sep-			
tember, 1911,.....		—	42
		<u>39,707</u>	<u>40,781</u>

The Revenue collected by this Department from the New Territories during 1911 was \$29,054 as compared with \$28,141,90 in 1910.

**13.—Lighthouses****GAP ROCK LIGHTHOUSE.**

27. During 1911, 899 vessels passed this station, all of which were reported to the Harbour Office by telegraph. Of this number 144 were signalled by Morse lamp.

Three thousand seven hundred and seventeen (3,717) telegraphic messages were sent, including meteorological observations for the Observatory, and 557 messages were received.

Telegraphic communication was maintained throughout the year except for a few interruptions of short duration, caused by the land lines being in contact.

There were fifty-five hours and thirty minutes (55 h. 30 m.) of fog and the fog signal was fired 352 times.

On three occasions the relief was delayed by rough weather.

**WAGLAN ISLAND LIGHTHOUSE.**

During 1911, 2,281 messages were sent and 663 received; 2,063 vessels were reported, and owing to interruption of telegraphic communication 140 vessels were not reported.



There were 183 hours and forty-eight minutes (183 h. 48 m.) of fog and the fog guns were fired 1,928 times.  
On two occasions the relief was delayed by rough weather.

#### GREEN ISLAND LIGHTHOUSE.

During 1911, 1,582 vessels were signalled and reported. 536 messages were sent and 477 received.

Owing to telephonic communication being interrupted at ten different times during the year, 67 vessels were not reported.

In the latter part of the year Matthews Trinity House vapourising oil burner, on the "Kitson" system, was installed at Gap Rock, Waglan Island and Green Island Lighthouses, replacing the Trinity House wick burners.

It is the latest Trinity House improvement in Lighthouse illumination, thus bringing our three leading lights up to a high state of efficiency, and comparing favourably with any modern light. The intensity of the light is greatly increased, at the same time an approximate saving of 51% on oil consumption has been effected.

A satisfactory test has been carried out with White Rose Paraffin Oil, supplied locally by the Standard Oil Company. This oil will be universally adopted and being cheaper in price as compared with the oil formerly sent out from Home affects a further saving in cost of maintenance.

The light was first exhibited at Green Island on 10th August, at Gap Rock on the 1st September, and at Waglan Island on the 5th October.

#### 14.—Commercial Intelligence, Board of Trade.

28. Fifty-six (56) letters were received during the year from firms and individuals, principally in Great Britain, asking for information upon various points in connection with their business, requesting me to place them in communication with local firms, or to obtain local agents for the sale of their goods, or submitting samples or price lists.

My replies have been as full as the information and time at my disposal permitted, and my negotiations have, I understand, been productive, in many cases, of desired effects.

C. W. BECKWITH, Commander, R.N.,  
*Harbour Master.*

HARBOUR OFFICE,  
13th February, 1912.