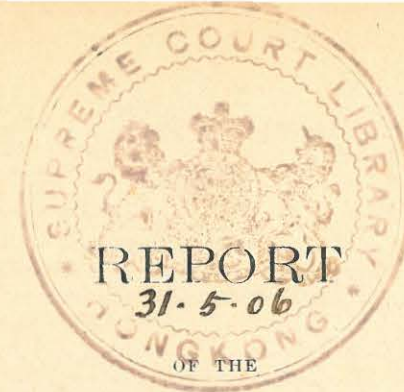




Hong Kong
General Chamber of Commerce

Report
For The Year
1904



COMMITTEE

OF THE

HONGKONG GENERAL CHAMBER OF COMMERCE

FOR THE

Year ending 31st December, 1904,

PRESENTED TO THE MEMBERS

AT THE

ANNUAL MEETING HELD ON 28th FEBRUARY, 1905.

HONGKONG:

PRINTED BY NORONHA & Co., No. 6, DES VŒUX ROAD

1905.

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COMMITTEE, 1905.

(Elected 28th February.)

MR. E. A. HEWETT, *Chairman.*MR. A. G. WOOD, *Vice-Chairman.*
HON. MR. W. J. GRESSON.
MR. A. HAUPT.
MR. N. A. SIEBS.MR. J. R. M. SMITH.
MR. H. E. TOMKINS.
MR. E. S. WHEALLER.
MR. H. W. ROBERTSON.HON. MR. R. SHEWAN, (*ex officio.*)MR. A. R. LOWE, *Secretary.*

ARBITRATION COMMITTEE, 1905.

MR. H. W. ROBERTSON.
MR. A. HAUPT.
MR. N. A. SIEBS.MR. H. E. TOMKINS.
HON. MR. W. J. GRESSON.

CORRESPONDING COMMITTEE, 1905.

THE CHAIRMAN.
THE VICE-CHAIRMAN.MR. J. R. M. SMITH.
MR. E. S. WHEALLER.

LIST OF MEMBERS, 1905.

- | | |
|--|--------------------------------|
| 1 MR. FERD BORNEMANN. | 15 MR. E. KADOORIE. |
| 2 " P. BREWITT. | 16 " G. P. LAMMERT. |
| 3 SIR C. P. CHATER, C.M.G. | 17 " A. R. MARTY. |
| 4 MR. WM. DANBY. | 18 " J. R. MICHAEL. |
| 5 " D. S. DADY-BURJOR. | 19 " H. N. MODY. |
| 6 " A. M. ESSABHOY. | 20 " G. C. MOXON. |
| 7 " FUNG WA CHUEN. | 21 " H. M. H. NEMAZEE. |
| 8 " A. G. GORDON. | 22 DR. J. W. NOBLE. |
| 9 " C. L. GORHAM. | 23 MR. H. E. POLLOCK, K.C. |
| 10 " G. K. HALL-BRUTTON. | 24 " E. C. RAY. |
| 11 " D. HASKELL. | 25 " A. H. RENNIE. |
| 12 " HO FOOK. | 26 " M. S. SASSOON. |
| 13 " HO TUNG. | 27 " E. H. SHARP, K.C. |
| 14 DR. JORDAN. | |
| 28 MESSRS. AAGAARD, THORESEN & Co. | 54 MESSRS. JARDINE, MATHESON & |
| 29 " ABDOOLALLY, EBRAHIM & Co. | 55 " JEBSEN & Co. [Co. |
| 30 " A. V. APCAR & Co. | 56 " JOHNSON, STOKES & MASTER. |
| 31 " ARNHOLD, KARBERG & Co. | 57 " JORGE & Co. |
| 32 " W. S. BAILEY & Co. | 58 " KRUSE & Co. |
| 33 " BANKER & Co. | 59 " LAI HING HONG. |
| 34 " BARRETTO & Co. | 60 " LAMKE & ROGGE. |
| 35 " BENJAMIN, KELLY & POTTS. | 61 " DOUGLAS, LAPRAIK & Co. |
| 36 " F. BLACKHEAD & Co. | 62 " LANE, CRAWFORD & Co. |
| 37 " BRADLEY & Co. | 63 " LAUTS, WEGENER & Co. |
| 38 " BUTTERFIELD & SWIRE. | 64 " P. LEMAIRE & Co. |
| 39 " CALDBECK, MACGREGOR | 65 " LINSTEAD & DAVIS. |
| 40 " CARLOWITZ & Co. [& Co. | 66 " W. R. LOXLEY & Co. |
| 41 " CAWASJEE, PALANJEE & S. J. DAVID & Co. [Co. | 67 " LUTGENS, EINSTMANN & Co. |
| 42 " DEACON, LOOKER & DEACON. | 68 " D. MACDONALD & Co. |
| 43 " DENNYS & BOWLEY. | 69 " McEWEN, FRICKEL & Co. |
| 44 " EWENS, HARSTON & HARDING. | 70 " MCGREGOR BROS. & GOW. |
| 45 " GIBB, LIVINGSTON & Co. | 71 " MELCHERS & Co. |
| 46 " GILMANN & Co. | 72 " MEYER & Co. |
| 47 " GODDARD & DOUGLAS. | 73 " Wm. MEYERINK & Co. |
| 48 " GROSSMAN & Co. | 74 " MIDZUSHIMA & Co. |
| 49 " HUGHES & HOUGH. | 75 " MING KEE HONG. |
| 50 " J. D. HUMPHREYS & SON. | 76 " N. MODY & Co. |
| 51 " W. G. HUMPHREYS & Co. | 77 " E. PABANEY & Co. |
| 52 " J. D. HUTCHINSON & Co. | 78 " H. PRICE & Co. |
| 53 " " | 79 " PUNCHARD, LOWTHER & Co. |

LIST OF MEMBERS.—Continued.

80 MESSRS. RADECKER & Co.	88 MESSRS. SHEWAN, TOMES & Co.
81 " REISS & Co.	89 " SIEMSEN & Co.
82 " REUTER, BROCKELMANN & Co.	90 " H. SKOTT & Co.
83 " RUMJAHN & Co.	91 " STEWART BROS.
84 " ALEX. ROSS & Co.	92 " TATA & Co.
85 " ROZARIO & Co.	93 " VERNON & SMYTH.
86 " SANDER, WIELER & Co.	94 " WENDT & Co.
87 " E. D. SASSOON & Co.	95 " HARRY WICKING & Co.
	96 " E. C. WILKS & Co.

97 AGENCY	{ PACIFIC MAIL STEAMSHIP Co. OCCIDENTAL & ORIENTAL S.S. Co. TOYO KISEN KAISHA.
98 BANQUE DE L'INDO-CHINE.	
99 BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.	
100 CANADIAN PACIFIC RAILWAY COMPANY, LIMITED.	
101 CANTON INSURANCE OFFICE, LIMITED.	
102 CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.	
103 CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.	
104 CHINA EXPORT, IMPORT AND BANK Co.	
105 CHINA FIRE INSURANCE COMPANY, LIMITED.	
106 CHINA & JAPAN TELEPHONE & ELECTRIC Co., LD.	
107 CHINA MERCHANTS' STEAM NAVIGATION COMPANY.	
108 CHINA SUGAR REFINING COMPANY, LIMITED.	
109 CHINA TRADERS' INSURANCE COMPANY, LIMITED.	
110 CHUN ON FIRE INSURANCE COMPANY, LIMITED.	
111 COMPAGNIE DES MESSAGERIES MARITIMES.	
112 DAVID SASSOON & COMPANY, LIMITED.	
113 DEUTSCHE ASIATISCHE BANK.	
114 DODWELL & COMPANY, LIMITED.	
115 EAST ASIATIC TRADING Co. (OSTASIATISCHEH ANDEL-GESSELLSCHAFT.)	
116 EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH Co., LD.	
117 FIRE INSURANCE ASSOCIATION OF HONGKONG.	
118 GREEN ISLAND CEMENT COMPANY, LIMITED.	
119 HAMBURG-AMERIKA LINIE.	
120 HOLLAND-CHINA TRADING Co.	
121 HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.	
122 HONGKONG & CHINA GAS COMPANY, LIMITED.	
123 HONGKONG FIRE INSURANCE COMPANY, LIMITED.	
124 HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.	
125 HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.	
126 HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.	
127 HONGKONG & SHANGHAI BANKING CORPORATION.	
128 HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.	
129 IMPERIAL BANK OF CHINA	
130 INTERNATIONAL BANKING CORPORATION.	
131 JAVA-CHINA-JAPAN LIJN.	
132 MERCANTILE BANK OF INDIA, LIMITED.	
133 MITSUI BUSSAN KAISHA.	
134 NATIONAL BANK OF CHINA, LIMITED.	
135 NIPPON YUSEN KAISHA.	
136 OSAKA SHOSEN KAISHA.	
137 PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.	
138 RUSSO-CHINESE BANK.	
139 SHELL TRANSPORT AND TRADING COMPANY.	
140 SHIU ON STEAM-SHIP COMPANY, LIMITED.	
141 SPERRY FLOUR COMPANY OF SAN FRANCISCO.	
142 STANDARD OIL COMPANY OF NEW YORK.	
143 TAI SHING PAPER MANUFACTURING COMPANY, LIMITED.	
144 UNION INSURANCE SOCIETY OF CANTON, LIMITED.	
145 WATKINS, LIMITED.	
146 WILKINSON, HEYWOOD & CLARKE, LIMITED.	
147 YOKOHAMA SPECIE BANK, LIMITED.	

OFFICERS OF THE HONGKONG GENERAL CHAMBER OF COMMERCE.

From date of Formation in 1861 to 1905.

Year.	Chairman.	Vice-Chairman.	Secretary.
1861	Alexander Percival	W. Walkinshaw	J. Johnson
1862	James Macandrew	C. W. Murray	J. C. Baldwin.
1863	J. J. Mackenzie	C. F. Still	J. C. Baldwin.
1864	H. B. Gibb	H. B. Lemann	J. C. Baldwin.
1865	H. B. Gibb	H. B. Gibb	J. C. Baldwin.
1866	John Dent.....	P. Ryrie	Edward Norton.
1867	P. Ryrie.....	W. Nissen	Edward Norton.
1868	P. Ryrie.....	G. J. Helland	J. W. Wood.
1869	W. J. Bryans	G. J. Helland	J. W. Wood.
1870	W. Keswick	J. B. Taylor	A. Noel Blakeman.
1871	P. Ryrie.....	A. Zimmer	A. Noel Blakeman.
1872	P. Ryrie.....	L. Kahn.....	Ed. Baker, <i>Acting</i> .
1873	P. Ryrie.....	L. Kahn.....	A. Noel Blakeman.
1874	P. Ryrie.....	James Greig	A. Noel Blakeman.
1875	P. Ryrie.....	James Greig	A. Noel Blakeman.
1876	P. Ryrie.....	W. Keswick	N. B. Dennys.
1877	W. Keswick	H. H. Nelson	H. L. Dennys.
1878	W. Keswick	H. L. Dalrymple	E. George.
1879	W. Keswick	H. H. Nelson	E. George.
1880	W. Keswick	H. H. Nelson	E. George.
1881	W. Keswick	P. Ryrie	E. George.
1882	F. B. Johnson	H. L. Dalrymple	E. George.
1883	F. B. Johnson	P. Ryrie	E. George.
1884	W. Keswick	P. Ryrie	H. M. Baily.
1885	W. Keswick	P. Ryrie	H. M. Baily.
1886	P. Ryrie.....	A. P. MacEwen	H. M. Baily.
1887	P. Ryrie.....	A. P. MacEwen	H. U. Jeffries.
1888	P. Ryrie.....	J. Bell Irving	H. U. Jeffries.
1889	P. Ryrie.....	J. Bell Irving	F. Henderson.
1890	E. Mackintosh	A. P. MacEwen	F. Henderson.
1891	E. Mackintosh	J. J. Keswick	F. Henderson.
1892	E. Mackintosh	J. J. Keswick	Adam Lind, <i>Acting</i> .
1893	J. J. Keswick	A. G. Wood	F. Henderson.
1894	J. J. Keswick	E. Mackintosh	F. Henderson.
1895	A. G. Wood	A. McConachie	F. Henderson.
1896	A. McConachie	Herbert Smith	R. C. Wilcox.
1897	R. M. Gray	Herbert Smith	R. C. Wilcox.
1898	R. M. Gray	Herbert Smith	R. C. Wilcox.
1899	R. M. Gray	A. McConachie	R. C. Wilcox.
1900	R. M. Gray	J. J. Keswick	R. C. Wilcox.
1901	Sir Thomas Jackson	C. S. Sharp	R. C. Wilcox.
1902	Sir Thomas Jackson	C. S. Sharp	A. R. Lowe.
1903	E. A. Hewett	D. R. Law	A. R. Lowe.
1904	E. A. Hewett	D. R. Law	A. R. Lowe.
1905	E. A. Hewett	A. G. Wood	A. R. Lowe.

CHAMBER'S REPRESENTATIVES IN LEGISLATIVE COUNCIL.

Date of Election.	Name of Representative.	How Elected.
1884	Thomas Jackson	Elected 2nd January.
1886	Alexander Palmer MacEwen	Elected 27th April, Mr. Jackson on leave.
1887	Alexander Palmer MacEwen	Elected 17th September, on retirement of Mr. Jackson.
1888	Bendyshe Layton	Elected 22nd May, Mr. MacEwen on leave.
1890	Thomas Henderson Whitehead	Elected 18th September, on resignation of Mr. MacEwen.
1894	Alexander McConachie	Elected 9th June, Mr. Whitehead on leave.
1896	Thomas Henderson Whitehead	Re-elected 19th September, on expiry of term.
1900	Herbert Smith	Elected 30th April, Mr. Whitehead on leave.
1900	John Thurburn	Elected 18th June, on resignation of Mr. H. Smith.
1901	Thomas Henderson Whitehead	Returned from leave, 22nd June, 1901.
1902	Robert Gordon Shewan	Elected 5th June, Mr. Whitehead on leave.
1902	Robert Gordon Shewan	Elected 3rd October, on expiry of term.
1903	Henry Edward Pollock, K.C.	Elected on 12th August, Mr. Shewan on leave.
1904	Robert Gordon Shewan	Returned from leave, 12th July, 1904.

RULES AND REGULATIONS.

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

Name. I. The Society shall be styled THE HONGKONG GENERAL
CHAMBER OF COMMERCE.

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

Membership
and Sub-
scription. III. All Mercantile Firms, and persons engaged or inter-
ested 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 in-
dividuals for the current year of their election, and a like
annual subscription thereafter, payable on 1st January.

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

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

VI. The Committee shall consist of nine 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 their first meeting the new Committee shall elect a
Chairman and Vice-Chairman who shall hold office for the
year.

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

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

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

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

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

XII. The Funds of the Chamber shall be paid into one
of the Banks under an account to be opened by the Com-
mittee, and may be invested in such manner as may be con-
sidered 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 Cham-
ber shall be laid before the Annual General Meeting.

XIV. A yearly Report of the proceedings shall be pre-
pared, which, after being approved at the Annual General
Meeting, shall be printed and circulated. Annual
Report.

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

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 receiv-
ing 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. Annual and
Special
General
Meetings.

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.

Extra-ordinary General Meetings.

XVII. The Committee may whenever they think fit, or shall upon a requisition made in writing signed by at least five Members of the Chamber, convene an Extraordinary General Meeting of the Chamber. Any such requisition shall state the objects of the Meeting proposed to be held, and upon receipt of such requisition the Committee shall forthwith call an Extraordinary General Meeting to be held within 10 days subsequent to the receipt of such requisition.

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

Quorum.

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

Voting.

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

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

Expulsion of Member.

XXII. In case the conduct of any Member shall in the opinion of the Committee be injurious to the character or interests of the Chamber, the Committee may after due enquiry, and after opportunity of making his defence has been afforded to such Member, pass a Resolution for the expulsion of such Member from the Chamber, and such Resolution shall take effect after it has been communicated to the Members, and been passed at a General Meeting by a majority of not less than two-thirds of those present and qualified to vote at such Meeting.

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 1 o'clock p.m., when the Secretary shall be in attendance, and ready to communicate with any Member requiring information or access to the Records of the Chamber. 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 5 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.

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

Appoint-
ment of out-
side 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
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 cognizance 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 5 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 name 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.

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. Result.

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 10 days after the first Meeting. Case of equality of votes.

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,	4	"
Prosecuting or defending successfully Claims, either at Law	5	"
or by Arbitration,		
Prosecuting or defending unsuccessfully,	2½	"
Managing Estates and collecting Rents (on Gross Receipts),	5	"
Transshipping and forwarding Jewellery, and Bullion,.....	¼	"
Forwarding or transshipping Cargo,	1	"
Transshipping or forwarding Opium,	\$2	per chest.
Goods withdrawn or re-shipped,	½	Commission
Granting Letters of Credit,	1	per cent.
For doing ship's business when no inward or outward Com-	20	cents per
mission is earned,.....			Register ton.

The conversion into Hongkong currency of sterling freight inward to Hongkong, payable in Hongkong, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

BROKERAGES.

Bills and Bullion.....	¼	per cent.	Payable by Seller
Produce and General Merchandise,	½	"	"
Fire Arms,	1	"	"
For negotiating and completing Charters	1	"	by Ship.
and procuring Freight,.....			
For negotiating sale or purchase of Landed	1	"	
Property,			

THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

TARIFF OF BROKERAGES

To be charged to Buyer and Seller.

BANKS—		DOCKS, WHARVES & GODOWNS, Contd.—	
Hongkong & Shanghai.....	\$1.00	New Amoy Dock	15c.
National Bank of China, Ltd....	50c.	COTTON MILLS—	
Do. Founders'...\$1.00		Ewo	50c.
INSURANCES—		International.....	50c.
Canton	50c.	Laou-Kung-Mow	50c.
China Fire.....	50c.	Soychee	\$2.50
China Traders'	50c.	Hongkong Cotton.....	15c.
Hongkong Fire.....	\$1.00	REFINERIES—	
North China	\$1.00	China Sugar	50c.
Straits Marine	25c.	Luzon Sugar	50c.
Union	\$1.00	MISCELLANEOUS—	
Yangtze	50c.	Bell's Asbestos	15c.
LAND & BUILDING—		Campbell, Moore & Co.	10c.
H.K. Land Investment	50c.	China Borneo	25c.
Humphreys' Estate	15c.	China Light & Power	15c.
Kowloon Land Investment.....	25c.	China Providents	15c.
West Point Building	50c.	Dairy Farm	10c.
HOTELS—		Farnham	75c.
Hongkong Hotel	50c.	Fenwick & Co., Geo.	25c.
Oriente Hotel	50c.	Green Island.....	20c.
STEAMSHIP—		Hongkong Bakery	50c.
Hongkong, Canton & Macao ...	25c.	Hongkong Electric	10c.
China & Manila	50c.	Do. new issue ..	10c.
Do. new issue ..	25c.	Hongkong Gas Co.	50c.
Indo-China	50c.	Hongkong Ice ..	50c.
Douglas S. S. Co.....	50c.	Hongkong Rope	50c.
Star Ferry.....	10c.	Hongkong Tramways	\$1.00
Do. new issue.....	10c.	Manila Investment	25c.
Shell Transports	25c.	Robinson Piano Co., Ld.....	50c.
Steam Water Boat Co.....	10c.	Tebrau Planting	10c.
MINING—		United Asbestos	10c.
Charbonnages	\$2.50*	Do. Founders	\$1.00
Jebebus	10c.	Universal	25c.
Punjom	10c.	Watkins, Limited.....	15c.
Do. preference	5c.	Watson & Co., A. S.	15c.
Raub's	20c.	William Powell	15c.
DOCKS, WHARVES & GODOWNS—		CIGAR COMPANIES—	
Hongkong & Kowloon Wharf... 50c.		Alhambra	\$2.00
Hongkong & Whampoa Dock... 50c.		Philippine Trust	50c.

All Stocks, Market Value \$1 and under, as follows:—

\$1 and not under 50 cents.....10 cents per Share.

Under 50 cents but not under 25 cents..... 5 cents per Share.

Under 25 cents

N.B.—On all stocks, on which the brokerage is fixed at 50 cents per share by the above list, and the market value of which falls below \$20 per share, the brokerage will be 25 cents per share below \$10 per share, the brokerage will be 15 cents per share; and if the stock drop under \$5 per share, only 10 cents per share brokerage will be charged.

On all stocks, on which the brokerage is fixed at 20 cents per share by the above list, and the market value of which falls below \$10 per share, the brokerage will be 15 cents per share; and if the stock falls below \$5 per share, the brokerage will be 10 cents per share only.

For the Committee,

E. S. JOSEPH,
Acting Hon. Secretary.

* If \$500 and over, the Brokerage will be \$2.50 per share.

[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 Tuesday, the 28th
February, 1905, 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, 1904.*

Present :—

Mr. E. A. HEWETT, (Chairman), Mr. A. G. WOOD, (Vice-Chairman),
Hon. Mr. W. J. GRESSON, Hon. Mr. R. SHEWAN, Messrs. A. HAUPT,
N. A. SIEBS, J. R. M. SMITH, E. H. TOMKINS, E. S. WHEALLER, H. W.
ROBERTSON, Hon. Mr. GERSHOM STEWART, Messrs G. W. F. PLAYFAIR,
C. R. SCOTT, A. M. ESSABHOY, E. SOOLEMANJEE, E. W. RUTTER, J. J.
LEIRIA, F. J. V. JORGE, A. G. GORDON, E. SHELLIM, C. PEMBERTON,
A. J. RAYMOND, A. J. WILLIAMS, W. MELCHERS, A. FORBES, J. R.
MICHAEL, H. W. SLADE, G. H. MEDHURST, E. ORMISTON, A. RUMJHAM,
L. BERINDOAGUE, C. A. TOMES, T. P. COCHRANE, E. W. MITCHELL,
W. DANBY, C. H. THOMPSON, W. H. T. DAVIS, G. C. MOXON, W. D.
GRAHAM, J. W. ROSS TAYLOR, F. SALINGER & A. R. LOWE, (Secretary).

The SECRETARY read the notice convening the meeting.

The Minutes of the last annual meeting were confirmed.

The CHAIRMAN said : The report and accounts of the Chamber of
Commerce for 1904 having been in your hands for some days, we
will with your permission, take them as read. Before proposing the
adoption of the report, and the passing of the accounts, there are a few
matters to which I would like to refer. The past twelve months has
been a particularly anxious period to all engaged in the Far Eastern
trade, and the Committee of the Chamber, in common with the com-
munity at large, has closely followed the varying phases of the political
situation, and has on more than one occasion, made such representations
as appeared desirable in the proper quarters, with a view if possible to
modifying the restrictions upon our neutral trade which were from
time to time imposed by one or other of the belligerent powers.

The question of what is, or is not contraband of war is, as we know
in a most unsatisfactory position. At one time it appeared as though
an attempt would be made to establish the principle that might is right.
Fortunately friendly representations made by neutral powers have to a
certain extent relieved neutrals of some causes for anxiety, but it is to
be earnestly desired that at the soonest possible moment after peace
has been declared an International Conference be arranged to consider
what further improvements can be effected upon the existing Treaty of
Paris, so that should war again unhappily break out between two great
powers that loss and dislocation to neutral trade, which must inevitably
arise, under such circumstances be reduced to a minimum. As we all
know the broad-minded and capable statesman, who now directs the
policy of our kinsmen on the other side of the Pacific, has already
proposed such a Conference, and we believe his proposal has been
cordially adopted by the majority at all events of the leading powers.

The question of increasing the output of cotton in British territory
in divers parts of the Empire so as to render our manufacturers more
independent of those foreign markets on which they have now to rely
for their supplies of raw material has, as we all know, received the
earnest consideration of many private persons as well as officials more
directly interested in the welfare of several of our Colonies. As Hong-
kong can also claim to be one of the cotton manufacturing Colonies,
although, it is true, to a comparatively small extent, it is satisfactory to
find that the question of encouraging the cultivation of cotton on the
mainland has received the attention of the Government. Seed has been
imported and steps are being taken with a view to distributing this to
the local farmers. It is to be hoped that by the offer of prizes for the
best results these men may be encouraged to embark in what has proved
in many districts in China to be one of the most remunerative forms of
agriculture.

The reform of the currency in China as a first step towards the
establishment of a gold basis was specially dealt with at our last annual
meeting. The Committee has since then again addressed the Chambers
of Commerce in Shanghai and Tientsin on the subject, and for a second
time a joint memorial from the three Chambers has been sent to the
members of the Diplomatic Body at Peking. Although no movement
has as yet been set in motion by the Chinese Government towards
carrying out this much needed reform, the importance of the question
is, we know, fully realized by the foreign ministers in Peking, who

will, no doubt, lose no fitting opportunity for urging upon the Chinese the great benefit which must accrue to the Empire by bringing about the desired change.

In my last annual address I referred to the Fiscal question, which has so agitated the minds of many of our leading statesmen and traders in all parts of the Empire. Much has been said and written on this all-important subject during the past twelve months, but it is difficult to forecast what may transpire in the immediate future. Whatever our personal views may be all must agree that it is one of the most important questions to British Imperial trade which has arisen of recent years, and as you will have seen, therefore, it is proposed later on to ask you to pass a resolution dealing with this matter.

Another question which has engaged the attention of the Committee is that of the construction of a new and more spacious harbour of refuge for the small craft of the port which is so urgently needed. Some correspondence has passed between the Government and the Chamber on the subject, and it is satisfactory to learn that the importance of the speedy construction of such a refuge is fully recognised by the authorities. We understand the Government very rightly consider that when the work is undertaken it shall be of sufficient magnitude to meet all possible requirements of the port for many years to come. Unfortunately in order to effect this a very large sum of money will have to be expended, and in view of the many public works now under construction we understand the Government has decided to postpone for a time constructing the new refuge. Under the circumstances the Committee cannot but concur with the decision arrived at.

At our last meeting I was glad to be able to state that the Government agreeing to the repeated requests of the Chamber, had decided to introduce a bill for the purpose of regulating the pilots of this Colony by licence. The bill as ultimately passed appeared to be entirely satisfactory and the Committee trusted that their end would thus be attained, that is to say, incompetent men would be prevented from assuming the post of pilots, and that the old standard of pilots would be maintained. This is not the case, for as you will see from the report, the actual result of the working of the Pilots' Ordinance proved far different from what had been anticipated, the consequence being that we are now provided with a too limited pilot service composed almost entirely of Englishmen, who even with the small number licensed

already, complain that they cannot make a living, and are agitating for an increase in the fees. Now the navigable difficulties of Hongkong harbour are small, and the services of a pilot are really only required to give to the masters of vessels certain local information as to currents, more particularly when a steamer is being placed at a wharf or dock. There is no need for a highly paid European service. Under these circumstances the existence of a white pilot service is unnecessary, entailing as it must an unneeded expense on the shipping trade of the Colony. Under the new system the shipping companies also had reason to complain that they were deprived of the services of men whom they know and trust, while a deserving body of men were prevented from following their avocation. It is, of course, obvious that a Chinaman of the class which furnishes pilots cannot be expected to pass highly technical examinations, and it was supposed therefore that the same consideration would be shown them in passing their respective examinations, as is now extended to the licensed engineers and steersmen of tugs, who as we know, could not pass the test set to them of the same class in home waters. Since the closing of the report the Committee have addressed the Government on the subject, and it is very satisfactory to be able to report that the views expressed by the Committee have been endorsed by the Government. The correspondence on the subject will be published for general information in due course.

With regard to the vexed and discussed question of barriers in the Canton River it is gratifying to be able to report that lately the work of removal has been vigorously taken in hand by the Coast Inspector of the Chinese Maritime Customs, acting on behalf of the Imperial Government, and it is pleasing to learn that the work is progressing as rapidly as could be expected. Our thanks are due to these numerous officials both on the British and Chinese side, whose representations have at last brought about this satisfactory state of affairs.

In consequence of the views so strongly expressed at our last meeting with regard to the imperative necessity for an early construction of the long dreamed of Kowloon to Canton railway, the Committee specially addressed the Officer Administering the Government and the British Minister at Peking, from both of whom sympathetic replies were received. As you all recollect Sir HENRY BLAKE in his farewell address to the Colony specially dwelt on the importance of this question and after his departure the matter was strongly taken up by the Acting Governor, Mr. MAY; while since his arrival in the Colony His

Excellency the Governor has given special attention to the matter. The question of the Kowloon-Canton railway has consequently for some time past been the subject of negotiations between the Colonial Office on behalf of the Government of this Colony, and the British-Chinese Corporation, and it is understood to have proceeded so far towards settlement that the discussion with the Chinese Government provided for by the fifth paragraph of the Convention of 9th June, 1898, will shortly be opened. In the meantime the Government here have been considering the route to be taken by the line within British territory which, in conjunction with a complete road system, will best develop that territory.

I have already referred to the dislocation to, and losses entailed upon, our trade in these waters by the war which still unhappily drags on. Situated as we are so close to the scene of action and being so closely interested in every turn of affairs it is perhaps only fitting that before I close I should refer to the question again. While we must join with the whole civilized world in deploring the appalling loss of life and suffering which this war has entailed, we cannot but thrill with admiration at the intense patriotism and splendid heroism which has been equally displayed by the forces of both combatants. In this I think we may look for comfort, for surely we may be permitted to believe that that respect which all brave men must earn on the field for a courageous and generous foe will in due time form a solid foundation for a genuine friendship between those who now are ranged against each other—that the feeling thus engendered will more surely than anything else result in a lasting peace in the Far East, bringing in its train prosperity not only to those now actually engaged in the present conflict, but to all who for whatever reason desire the peaceful development of the trade of this part of the world.

Since our last meeting our new Governor has taken office, and has already given many indications that among other matters engaging his earnest attention he has at heart the true progress of the trade of this Colony. His Excellency's recent utterances on that all important subject, the education of the rising generation of our population, are alone sufficient evidence of this, while the Committee of the Chamber have already had evidences in other directions of the interest His Excellency takes in trading matters. As we know, however, from past experience, it is not always possible for the officials of a Crown Colony and the business community to look at all questions from the same point

of view. Much however can be done to further those interests for which after all we are all working in common, viz., the advancement and prosperity of our Colony, by a ready interchange of ideas and opinions. Something to this effect was said by His Excellency on his arrival when taking the oath of office. I trust, therefore, I may be permitted to take advantage of this occasion, and in the name of the Hongkong General Chamber of Commerce to assure His Excellency that we will heartily co-operate in any steps taken to advance the prosperity of our Colony. (Applause.)

I fear I have detained you somewhat, but there are still a few matters of more personal interest to which I would refer. Our Vice-Chairman, Mr. D. R. LAW, has left us on a visit home. The Chamber is indebted to Mr. LAW for much good work done in spite of the very great calls upon his time made by his own affairs. (Applause.) Another friend to whom we have had to say farewell is Mr. R. C. WILCOX. Mr. WILCOX was as you know for several years our Secretary, and latter rendered equally valuable assistance to our Association as a member of the Committee. We should all join in thanking Mr. WILCOX for services so willingly rendered in the interests of our Chamber, and I am certain all hope that he may have many years before him in which to enjoy with his family in his native land the happy results of his industry and ability. (Applause.) With Mr. WILCOX's departure, I regret to say, the name of Messrs. TURNER & Co. disappears from our list of members—a name I would remind you which is among the oldest on our books and one which in past years has been so frequently connected with the work of the Chamber.

As you will have seen we have been obliged through the altered conditions of affairs in the Colony to vacate our offices in this building and seek fresh lodging. Although the change has much facilitated the work of the Chamber, we must all feel a certain amount of regret at leaving premises where the Chamber of Commerce has been located practically since its inception, and where so much good work has been done by our predecessors. With these remarks I beg to propose the adoption of the report and accounts. (Applause.)

Mr. MEDHURST seconded and said:—I have great pleasure in congratulating the Committee on the successful results of their labours during the past year. The Chairman, in his very able speech, has so fully covered the ground, that it leaves but little to add. I would,

however, like to say that I am glad the Government has recognised the importance of constructing a new Harbour of Refuge, and trust they will see their way to commence this very necessary work at an early date. The Pilots Ordinance is one that materially affects the shipping trade of the port and it is satisfactory to note that the further representations of the Committee have the consideration of the authorities. It is also gratifying to notice the great interest taken by His Excellency the Governor in that scheme which is of such vital importance to this Colony, namely the construction of a railway from Kowloon to Cantou, and we may now rest satisfied that this matter will not be shelved. With these few words I beg to second the adoption of the report and accounts.

The report was unanimously adopted.

FISCAL REFORM.

The CHAIRMAN then proceeded to move the following resolution :—

“That the Committee be authorised to write to the Government requesting that before entering into any arrangements with the United Kingdom, India, or the Colonies, which may affect freedom of action in trade matters within the limits of this Colony, His Excellency the Governor will be good enough to direct that details of any proposed legislation be forwarded to the Chamber of Commerce, as representing the Commercial Community, in order that the Community at large, or that section of it which may be affected by the proposed agreement, or agreements, may be given an opportunity of expressing their views on the subject.”

He said :—In bringing the resolution before you, gentlemen, the Committee are only asking you to endorse what they have already done in writing to the Government. On May 13 a letter was written to the Colonial Secretary asking if His Excellency the Governor, ‘will give instructions to forward copies of any communication on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.’ In reply to that letter the Colonial Secretary said that copies of such communications as may be sent to the

Government on the subject will be forwarded from time to time for the information of the Chamber. I think it is purely a precautionary measure. We know that for some time past the burning question at Home and in the Colonies has been the fiscal question. We also know that our trade in Hongkong is principally transport trade, which is largely composed of goods coming from ports in the world other than British territory and going to other ports which are not British territory. Therefore whatever it might be advisable to do in the interests of Home manufactures it is very important to understand that the question cannot be looked upon from the same point of view here as in other colonies. Therefore it is important that the business community of Hongkong should have every facility for expressing its opinion on this subject before any legislation is made with regard thereto. It may be urged that this resolution is premature at the present moment but the Opposition has just made an abortive attempt to force this issue home upon the Government, and as this Chamber will not meet like this until next year, the dissolution may meantime take place, and in that case it would be well to have passed this resolution as a precautionary measure, and have something definite to tell the Government as to what the business men of Hongkong thought on the subject. By past experience I might say that we have no reason to suppose that the Hongkong Government would bring about any legislation without consulting the Chamber of Commerce.

Mr. H. W. SLADE seconded and said :—I have much pleasure in seconding the Chairman’s resolution. As he says, it is purely an endorsement of what the Committee have already done, and I think the Committee have acted rightly in approaching the Government in time about this matter, a most important one for the Colony, and the community in general as represented by this Chamber. We should have the earliest opportunity of discussing any proposals brought forward for altering the Fiscal Policy of the Empire. As the Chairman mentioned, the proposals are not at present contained in concrete form, but no doubt, after the dissolution of the present Home Parliament, they will be, and it is only right that we should ask the Government to put before us what such proposals may be.

HON. Mr. GERSHOM STEWART said :—Mr. Chairman and gentlemen. From the advertisement which has been in the papers for some time a special invitation is given, inviting discussion on the resolution which is now before the meeting. It is in response to that invitation that I

venture to offer a few remarks on this interesting subject. As evincing a willingness on the part of the Chamber of Commerce to undertake fresh labour in the public interest, there is nothing but good to be said of it. As an effort to encourage public discussion on matters of general interest, for from the wording of the resolution the matters treated of are to be submitted to the members in general, there is much in it which will appeal to those of us brought up to believe in free discussion as the soundest principle upon which to found all legislation. But there are other views of it, which upon consideration may lead to doubt as to whether the objects aimed at are likely to be best secured by the proposal before us. The resolution is comprehensive as it asks that all legislation affecting commerce should be submitted to the Chamber for approval. As nearly all legislation does affect trade in some form or other, it seems to amount to a claim, that the Government should submit practically every ordinance they may be called to draw up to the veto or approval of this Chamber. What affects commerce more than the administration of justice and the sacredness of individual liberty? But are laws affecting the constitution of the Supreme Court or the police force to be submitted to a cosmopolitan chamber? The maintenance of public health also is all important. Do we desire to become a reference committee for the Sanitary Board? Defence and security occupy an essential feature of successful commerce, a review therefore of subjects affecting naval and military dispositions are included in the comprehensive wording of the resolution we are considering. If it is put forward in its present shape, it will certainly cause a searching enquiry on the part of the Colonial Office as to the constitution of the body making a claim of such a widespread nature. It will be found that we are a cosmopolitan body which is free to elect or reject its own members, who in their turn are free to elect their own officers. As we exist at present we have the advantage of having members of all sorts, who are free to give us the benefit of their knowledge and experience on every matter. I am one of those who think that the China Trade is in its infancy. There are some pessimists, who think that we Britishers are decadent and represent a diminishing trade. I am not one of those myself, but the pessimists may be right, and there is therefore a possibility that in days to come the majority of this Chamber may not be Britishers at all. Is it not a somewhat large order to ask the Government to mortgage their future so far to promise to submit all their legislation to a body so constituted? Has the Chamber any cause of complaint against the Government? If they can bring a

just charge showing want of consideration against the Government, they will have the unanimous support of the members in resenting it. I have always thought that the Government were most anxious to avail themselves of the ripe experience and matured wisdom of the senior members of this Chamber. Before asking for fresh powers it might be well for the Committee to re-consider the proposition, and in the meantime avail themselves more systematically of the powers to influence legislation which they enjoy at present. Bills are advertised freely in the *Government Gazette* and the public press before they are brought forward, and yet the member for the Chamber had no instructions when the last Sugar Bill came before the Council. The discussion raised on that day was raised by Mr. SHEWAN and myself upon our own initiative, and yet the principle involved was the freedom of the port. I think that the evident desire of the Committee would be met if they formed out of their own members a Parliamentary Committee to report on all bills brought forward by the Government. Their energetic Secretary could keep them posted as to all bills advertised. There is also always the possibility that the Committee and the members may view certain matters from different points of view. It is fresh in our memory that on the great question of currency the members by a majority voted for an enquiry into the possibility of a gold standard, whereas the Committee were opposed to it. In such a case which were the Government to support? In its present form I shall vote against the resolution—firstly, because it asks for a privilege which cannot be shared by many of our own countrymen in the Colony who are not members of this Chamber; and, secondly, I think the Committee are asking for something which may entail upon them an answer which will certainly be polite, but cannot be entirely favourable (applause); and, thirdly, because this request may be met by some counter proposition affecting the constitution of this Chamber which might lessen our importance as an all-embracing trading institution. (Loud applause.)

Mr. G. W. F. PLAYFAIR said:—I merely rise to say that I thoroughly agree with every word Mr. STEWART has said, and beg to second his opposition.

Mr. HEWETT replied that Mr. GERSHOM STEWART had misunderstood the resolution and what he had said. Certain legislation might be brought in which, though it might be of great benefit to certain Colonies, might have a serious effect on Trade in this Colony. The resolution was merely asking the Chamber to endorse the request

which had already been put forward by the Committee in the past year and this request had been favourably received by the Government. It was simply a request that in the event of any legislation being brought up on the fiscal question—no other question—the Chamber of Commerce may be consulted. It was a question of fiscal reform pure and simple. The Chamber of Commerce does not wish to arrogate to itself any unusual power. The resolution was worded very much the same way as was a resolution adopted by the united Chambers of Commerce of India and Ceylon. The local Government had invariably consulted the Chamber of Commerce on subjects which interested them and they had no reason to suppose that they would not do so in the future.

Mr. GERSHOM STEWART said the resolution was of a very sweeping nature, though the remarks of the Chairman had toned it down somewhat. He suggested that it be referred to the new Committee for consideration.

The CHAIRMAN asked Mr. STEWART if he wished to propose an amendment to the resolution. On being informed that he did not intend to do so, but would vote against the motion, the resolution was put to the meeting by the Chairman and carried with four dissentients.

Membership.

On the motion of Chairman, seconded by Mr. ORMISTON, the following firms were elected members of the Chamber:—Messrs. ABDOLALLY EBRAHIM & Co., MIDZUSHIMA & Co., AAGAARD, THORESEN & Co., JORGE & Co., The Fire Insurance Association of Hongkong, and RUMJAHN & Co.

Mr. SCOTT proposed that the retiring Committee be re-elected.

Mr. THOMPSON seconded, and the motion was carried.

The CHAIRMAN:—Thank you for your attendance.

*Report of the General Committee of the HONGKONG GENERAL
CHAMBER OF COMMERCE, for the Year ending 31st December,
1904, for presentation to the Members at the Annual Meeting,
to be held in the Old Chamber Room, City Hall, on
Tuesday, the 28th February, 1905, at 4 p.m.*

Satisfactory progress has been made in matters brought forward from previous years as well as in questions touching upon the commercial interests of the Colony which have arisen since the last Annual Meeting.

Cotton Cultivation in the New Territory.

Mr. S. T. DUNN (Superintendent of the Botanical and Afforestation Department) drew the attention of the Chamber to the possibilities of cotton cultivation in the New Territory and representations were made to the Government asking for support in the nature of a small grant of money to meet the expense of distributing cotton-seed, or plants, to suitable farmers and for prizes for the three best results obtained in order to stimulate competition. The great advantage to be gained by the Colony in finding raw cotton within its borders was pointed out, and attention drawn to a similar effort on a large scale now being made in the East African Colonies. The want of enterprise of the Sun On native is well known, but the Committee have hopes that the Government will make a determined effort to induce him to give the experiment a fair trial. (Appendix A.)

The Opening of Kongmoon.

Kongmoon was opened to trade on 7th March, 1904, and the Customs Regulations will be found in the Appendix. Some difficulty was at first anticipated on account of the Customs Harbour being a few miles from the City, but the Customs Authorities place no difficulties in the way of river steamers anxious to steam up the Kongmoon creek. Regular steamers, European and Chinese, now make Kongmoon a port of call and there are reasonable grounds for believing that the traffic will in time prove a large feeder to the trade of the Colony.

It will be remembered that the Chinese Authorities agreed to open the port under Article 8, Section 12, of the Shanghai Treaty of 1902, and the importance of its early opening as a Treaty Port was strongly urged on His Excellency Sir ERNEST SATOW when he met the Committee in August, 1903. (Appendices B and P.)

The Philadelphia Museum and the St. Louis Exposition.

The Philadelphia Commercial Museum, with which the Chamber is affiliated, invited the Members to make use of its branch office at St. Louis World's Fair, and attention was drawn to this facility in the local press. Members are reminded that a classified list of American traders is kept in the Chamber Room. (Appendix C.)

Lewis and Clark Centennial Exposition at Portland (Oregon), 1905. Colonial and Indian Exhibition, 1905.

Following the practice of previous years the Committee replied to the inquiries from the Government regarding the steps to be taken in representing the Colony at the Lewis and Clark Centennial Exposition at Portland (Oregon) and the Colonial and Indian Exhibition at the Crystal Palace in 1905, that it was not necessary to expend any public money as the manufactures of the Colony are inconsiderable and its natural products so limited that it would be difficult to form a separate court to adequately represent the trade of the Colony at any exhibition. It was suggested that the Registrar-General might represent to the Chinese manufacturers of silverware, ivory ornaments, carved blackwood, etc., the advantage likely to be gained by sending exhibits. (Appendix C.)

Currency Question.

Although no definite scheme has been adopted by the Chinese Government as the result of the Shanghai Treaty of 1902, the joint representations of the Chambers of Commerce of Shanghai, Tientsin and Hongkong, or the conference between the delegates of the United States, China, Mexico and Great Britain held in London in 1903, it is understood that the Chinese Government still have the question of a uniform National Coinage under consideration, but it is impossible to state that any great progress has yet been made.

In accordance with the desire expressed by the Members at the last Annual Meeting that this question should not be lost sight of, correspondence was entered into with the Shanghai and Tientsin Chambers with the result that a second joint memorial was despatched to the Members of the Diplomatic Body at Peking urging the importance of further representations being made to the Chinese Government and showing the urgent necessity of steps being taken to establish a uniform National Coinage without further delay. So far however no definite result has been attained beyond eliciting acknowledgments of a sympathetic nature from the Ministers for Great Britain and Spain. (Appendix D.)

Dating of New York Telegrams.

Representations in sympathy with those made by the Shanghai General Chamber of Commerce were sent to the New York Chamber asking for support in obtaining from the American Cable Companies the insertion of the date and time of despatch on the telegrams despatched to China. The New York Chamber was unable to obtain this concession which is granted by the European Cable Companies, and it would appear that the American Companies consider their customers have the remedy in their own hands by paying for the additional code word representing time of despatch. (Appendix E.)

Contraband of War.

The effect of the war between Japan and Russia in Manchuria, and more especially the part played by both navies on the high seas, has been watched with interest and much concern on account of the numerous seizures made chiefly in one short period by the Russian Fleet when several liners plying between America and Hongkong were captured and taken into Vladivostock. The outward bound vessels from Europe were also subjected to search and capture by the Russian Fleet as far east as Aden. International law on the subject of contraband appeared to be differently construed by neutrals and belligerents and it was not until the end of 1904 that any reasonable rules could be said to be held to by the Russians in this respect.

It would seem that the version of the rights of neutral ships bound for an enemy's port are now more favourably dealt with by the Russians than the Japanese as the latter does not recognise that the onus of proof that the cargo is not for the use of the troops lies with the captors but the captured. The Russians have finally gone so far as to admit the reverse, as the telegram from the Secretary of State for the Colonies to the Colonial Secretary dated 14th November, 1904, would seem to imply.

In view of the large shipping interests the Colony had at stake in its ordinary trade with Japan and Manchuria, the Hongkong Government are to be thanked for their endeavours to obtain the ameliorization of the condition surrounding neutral cargoes and the exact conditions under which it was viewed by both belligerents. (Appendix F.)

Medical Inspection of Passengers.

The strong recommendations to the Government in 1897, 1901 and early in 1904, made with a view to remedying the unsatisfactory working of the Health Officer of the Port's Department, were renewed again in June last. The matter was very fully referred to in the last Report, and the Committee have again to regret the policy of non-intervention which His Excellency the Officer Administering the Government at that time, still followed. In addition to the want of a Second Medical Officer ready to cope with the work afloat, the absolute necessity of placing two fast launches at the disposal of the Port Health Officer's Department was urged in order that detention of ships should not occur. (Appendix G.)

Commercial Education.

The report of the examiners at the first annual examination for the Commercial Certificates of the Chamber of Commerce at Singapore was considered by your Committee, but the meagre results shown did not seem to warrant the adoption of similar examinations in Hongkong, at least for the present. Sixteen candidates aged 17 years and upwards sat for papers in English, Handwriting, Arithmetic, Typewriting and Shorthand, of whom 6 only gained certificates of proficiency. (Appendix H.)

Fiscal Reform.

The Government furnished the Chamber with particulars of an inquiry from the Tariff Commission, now sitting in England, regarding statistical or other information especially relating to the potential resources of the Colony. The reply sent dealt with the peculiar position occupied by Hongkong as a transshipping centre, rather than a productive colony, and the Government were asked to keep before the Home authorities the impossibility of viewing the question of fiscal reform from a strictly Imperial point of view when the time came for fixing the part Hongkong is to play in the movement. (Appendix L.)

Empire Cables.

The Board of Trade of the City of Ottawa approached the Chamber with a view to obtaining sympathetic action with their policy of "all British routes" on Imperial grounds, as an aid to reduction of the cost of long distance telegraphy. The Committee were glad to be able to reply that they sympathised with any scheme having for its object the extension of telegraphic facilities and the reduction in the cost of messages, but they were unable to unduly favour "all British routes" but rather preferred "Free Trade in Cables" as recommended in the British Inter-Departmental Committee's Report on Cable Communications in 1902. (Appendix J.)

New Harbour of Refuge.

A scheme for the construction of a new harbour of refuge for small craft at Mong-kok-tsui covering 166 acres at a cost of \$600,000 was forwarded by the Government for consideration. The need for such a harbour has been very apparent for some years, and in 1898 the Chamber approached the Government with a view to a harbour of 80 acres being constructed west of the Slaughter House at a cost of \$100,000, but the then Governor was unable to recommend the expenditure. The construction of a harbour on the site under consideration was strongly welcomed by the Committee on the grounds of greater accessibility, larger area, and its urgent want by the large Chinese population living on small craft in the Harbour.

Reasons were however very fully given why a larger harbour might well be constructed at Cheung Sha Wan in place of the smaller one at Mong-kok-tsui but the Government, realising that it would be useless to incur expenditure on a small refuge, regretted that the amount required to construct a suitable typhoon anchorage was too heavy to admit of the work being carried out in the immediate future.

It is hoped, however, that as the time approaches for the space occupied by the present inadequate and inconvenient Causeway Bay refuge being required for building purposes and the surplus of revenue over expenditure being maintained, that the Government will again take the matter in hand. (Appendix K.)

Clayton's Apparatus for Disinfecting Ships.

The advisability of the purchase of Clayton's apparatus for disinfecting ships was again referred to your Committee by the Government and a reply somewhat less unfavourable than that of 1902 was returned. The use of the apparatus for the pumping of S. O.² gas into ships on fire, or in ballast, was acknowledged, but for disinfecting purposes, when the great majority of the ships passing through the port have the usual cargo of various Chinese foodstuffs and merchandise which the S. O.² gas would damage, the Committee considered the shipping companies and owners of cargo would have strong reason to object. So far as is known the recommendation of the Committee that, for the present, the matter should be left to private enterprise is being shared by the Government. (Appendix L.)

Quarantine Restrictions at Saigon.

As it was feared that similar treatment at Saigon was not being accorded to vessels belonging to all nationalities including those of the French, correspondence was entered into with the British Consul at that port, and from his reply the Committee were glad to note that such was not the case. (Appendix M.)

Metric System of Weights and Measures.

Early in the year the Decimal Association called the attention of the Chamber to the Metric Weights and Measures Bill then before the Houses of Parliament and asked that a favourable expression of opinion regarding the objects of the Bill might be represented to the Hongkong Government. The Committee were glad to be able to reply that the movement had been strongly supported in 1902 in answer to a request for an opinion from the Secretary of State for the Colonies forwarded through the Hongkong Government. Later in the year an appeal was made by the Association for Financial Support to the Parliamentary Campaign Fund, and a donation of £10 was voted by the Committee. (Appendix N.)

Pilots Ordinance, 1904.

The Pilots Ordinance of 1904 was brought in by the Government as the result of the strong representations made by the Chamber during the years 1902-3.

The reason which actuated the Committee in asking that all Pilots plying for hire in the waters of the Colony should be licensed was not consequent upon any dissatisfaction with a large number of the Chinese engaged in the business, who as a rule have proved themselves fully competent to carry out the work entrusted to them, but to put a stop to incompetent men boarding steamers and representing themselves to the masters as fitted to bring vessels into port, and also to prevent the service from gradually deteriorating.

The result, as at present obtained from this legislation, has however been entirely different to that anticipated by the Committee. Practically the whole of the Chinese Pilots have been deprived of their work, while their places have been taken by a limited number of European Pilots. The number of licensed Pilots has been so far reduced, that there are now, in the opinion of the Committee, not sufficient men to properly carry on the work, and already a demand has been informally put forward for an increase in the pilotage charges on the ground that the service, as now constituted, does not provide a living for those engaged

in it. The Committee considers the present state of affairs unsatisfactory, and representations have now been made to the Government in order that the services of the experienced and reliable Chinese Pilots may be retained and as originally suggested, the number of Pilots be not limited, also that the services rendered do not, in the opinion of the Committee, warrant higher pay. (Appendix O.)

The River Trade and Hongkong. Opening of Waichow, &c.

Article VIII of the Shanghai Treaty of 1902 provided for the opening of Waichow as a Treaty Port, and representations urging for this being carried out have been made to Sir ERNEST SATOW but so far without any definite result. The Secretary of the Chamber made the journey during the Easter Holidays of 1904 from Mirs Bay to Waichow and thence to Canton down the East River. In less than eight hours' easy walking from Mirs Bay the town of Tamsui is reached where a comfortable flat-bottomed craft can be hired to sail down stream past Waichow to Canton so that the journey from Hongkong presents no difficulties to the traveller, who can take with him or buy provisions on the way and leave out of consideration the doubtful pleasure of staying in Chinese inns.

The two adjoining cities of Waichow and Kwaishin are both large and prosperous, providing a market for a large and fertile surrounding country. The swiftness of the current during the wet season and the shallowness of the East River in the dry season present a serious obstacle to a regular service of river craft of any great carrying capacity. It would however appear that a light railway could cheaply be constructed on the level land stretching from Shan Chung, on Mirs Bay, to Waichow, or one from Waichow to connect with the projected Hongkong-Canton line at Sheklung, also a city of considerable importance on the West River.

When Waichow is opened to foreign trade there is no doubt that the already large passenger and cargo traffic will increase to a great extent to its own and Hongkong's material benefit. (Appendix P.)

Zone Time.

Standard Time was quietly introduced by the Imperial Maritime Customs Authorities in the Eastern part of China from Newchwang to Swatow, up the Yangtse as far as Hankow, and at Wei-hai-wei, and Tsingtau during the early part of 1904, and their inability to extend the system to Canton and the West River Ports, owing to the close connection of these places with Hongkong, rendered it necessary to induce the local Government to alter the time at Hongkong.

On being approached by the Government the Committee strongly urged the adoption of Zone time locally, as the only argument able to be brought against the scheme was that it was a change from the existing order of things, and the advantages, on the other hand, were very real.

His Excellency the Governor readily consented to adjust the local time to 8 hours East of Greenwich on Sunday, 30th October, 1904, and it is now possible to travel from Hongkong to all the principal river and coast ports of China and towns East of Hankow without adjusting one's watch. When the extension of railways in China takes place this advantage of one standard time will be even more appreciated. (Appendix Q.)

Kowloon-Canton Railway.

In view of the strong opinion expressed at the Annual General Meeting of Members in 1904 that representations should be made to the Government and His Excellency Sir ERNEST SATOW, H.B.M.'s Minister at Peking, with the object of accelerating, if possible, the construction of this line in which it is considered the continued prosperity of the Colony largely depends, letters fully expressing the views of the Members were despatched.

It was suggested that failing an early commencement by the present concessionaires the Hongkong and Imperial Governments should themselves construct or guarantee the capital necessary to complete the line as far as Canton.

From the replies received from both their Excellencies, it would appear they clearly realised the great importance of the matter and have not failed to impress its urgency of treatment on the British Government, but up to the time of writing no news of a Government scheme has been put forward. (Appendix R.)

Quarantine Regulations at Newchwang.

A protest was made through the Hongkong Government to the subjection by Newchwang on 14th July last of 10 days' quarantine dating from time of departure on all ships arriving from Canton, Hongkong, Swatow, Amoy and Foochow. The reply of Mr. Consul LITTLE shows that the regulation was made by the Russian Military Authorities without objection being raised by the Consular Body, as it was considered that the fact of the port being in belligerent territory gave them full powers in the matter. In view of the extraordinary circumstances in which the authorities were placed at that time in Newchwang the correspondence was not continued. (Appendix S.)

Piece Goods Contracts.

Messrs. DEACON, LOOKER & DEACON drew the attention of Piece Goods Merchants to the decision of Mr. Justice WISE in "WENDT & COMPANY and CHOP YIK Firm," and advised, that where local merchants desired to guard against the Chinese buyers cancelling their contracts on the ground of unreasonable delay in the shipment of the goods by the manufacturers in Europe, the practice of inserting such words in the contract as "soonest possible delivery" should be discontinued in favour of "as soon as we receive them," or a stipulation inserted that the merchant shall not be responsible for delay by the manufacturers. (Appendix T.)

Misuse of Chops by Compradores.

Attention was drawn by Messrs. ALEX. ROSS & COMPANY to the misuse by Compradores in European employ of chops bearing the firms' name, and they asked for the Committee's opinion regarding the responsibility of the Foreign firms in this connection. The Committee considered the matter was entirely one of a legal nature and outside the scope of the Committee's functions. (Appendix U.)

Sugar Convention.

Further correspondence with the Government took place regarding the local legislation necessary to give effect in the Colony to the provisions of the Brussels Convention. (Appendix V.)

Registration of Chinese Partnerships.

The question again engaged the attention of the Committee and some correspondence ensued with the Singapore Chamber from which it would appear that the Straits Government are considering the possibilities of legislation in this direction. It has therefore been decided to await developments from Singapore for the present, as it is thought that by reason of that port's more distant relations with China and the Chinese, the possibilities of formulating a scheme are greater there, and if successful, will therefore pave the way for a measure on similar lines in Hongkong. (Appendix W.)

Imbecile Persons Introduction Ordinance, 1904.

The onerous conditions imposed on the shipping interests by this Bill were referred to in the Report for 1903, and it is satisfactory to note that the passing of an amending Ordinance this year now removes an objection to the original Ordinance by excluding Chinese from the scope of the Ordinance. (Appendix X.)

Reuter's Telegrams.—Prosecution.

Legal proceedings were taken during the year against a Photographer and a delivery coolie for an infringement of the Act under which the copy-right of the Reuter's Telegrams issued by the Chamber is protected.

The Police Court prosecution was successful, as the receiver was fined \$10 for publishing the copies of the telegrams in his studio, and the coolie was sentenced to 2 months' imprisonment with hard labour for obtaining money on false pretences by selling copies of the "wires" which he was not authorised to do. It is hoped that this action by the Committee will deter others from acting in a similar manner.

Surveys.

During the year, 21 (an increase of 13 over 1903) differences between buyer and seller were referred to the Chamber by Members, and the expert survey reports were in all cases accepted by the applicants.

As one of the objects of the Chamber is to encourage reference to arbitration in trade disputes instead of redress in the Law Courts, the Committee again consider it satisfactory to place on record the increased inclination on the part of manufacturers and merchants in Europe to require surveys to be conducted under the auspices of the Chambers of Commerce.

Membership.

The membership for 1904 was 150, an increase of 6 firms and public companies, who numbered 123, and 27 single individuals.

The resignations received for 1905 were from Messrs. SMITH, BELL & COMPANY, TURNER & COMPANY and A. G. STOKES, Esq., and the following have been admitted to membership during 1904, subject to confirmation at the Annual Meeting:—

- Messrs. ABDOOLALLY EBRAHIM & Co.
- .. MIDZUSHIMA & Co.
- .. AAGAARD, THORESEN & Co.
- .. JORGE & Co.
- .. The FIRE INSURANCE ASSOCIATION OF HONGKONG.
- .. RUMJAHN & Co., (for 1905).

Representative of the Chamber in the Legislative Council.

On Mr. ROBERT SHEWAN'S resuming his seat as representative of the Chamber in the Legislative Council after home leave on 12th July, 1904, the term of office of Mr. H. E. POLLOCK, K.C., thereupon ceased.

The Committee greatly appreciated Mr. POLLOCK'S services to the Chamber, and passed a vote of thanks to him on his retirement from office.

The General Committee.

On Mr. R. SHEWAN'S return to the Colony in July last, Mr. H. E. POLLOCK'S term of service as ex-officio member and representative of the Chamber in the Legislative Council expired. Mr. D. R. LAW left the Colony on home leave in December and Mr. R. C. WILCOX resigned in January, 1905, on severing his connection with Hongkong. Messrs. H. W. ROBERTSON and E. S. WHEALLER were invited to join the Committee, and they accepted the vacant seats.

New Offices.

The more frequent demands on the City Hall Committee for the use of the Chamber Room, in the City Hall, during the last few years rendered it necessary to seek new offices for the Chamber. The rooms were therefore obtained in St. George's Buildings, Chater Road, on a 3 years' lease, expiring 30th September, 1907, at a monthly rental of \$100.

Finances.

The Pinnacle Rock Fund amounts with interest to \$4,500.89, and is separately invested. No demands have been made on the Fund during the year for the discovery of rocks dangerous to navigation on the China Coast, but the possible discovery of the "Workfield" rock may cause a claim to be made in the near future.

The general Funds show a surplus of \$1,868.17, against \$694.27 for 1903, as all sources of income showed increases whilst the expenditure on the whole was stationary. The repayment of the debentures of the Hongkong and Kowloon Wharf and Godown Coy., Ltd., obliged further investments in Hongkong Hotel and Hongkong Club Debentures, both yielding 6 per cent. interest per annum. The Reserve Fund now stands at \$14,715.46.

Dr. **Income and Expenditure Account for the year ended 31st December, 1904.** Cr.

	\$		\$
To Office Rent,	\$ 975.00	By Members' Subscriptions:—	
Secretary's Salary,	3,000.00	118 Firms at \$50	\$5,900.00
Clerk's Salary,	1,120.00	3 Do. ½ year,	75.00
Servants' Wages,	422.50	1 Do. 2 months,	8.33
Audit Fees,	50.00	28 Single Individuals at \$20,	560.00
	5,567.50		6,543.33
Market Report, Cost of Publication,	684.00	Market Report Sales,	788.33
Reuter's Telegram Co., Ltd. Subscription,	6,000.00	Reuter's Political Telegrams—Subscriptions,	8,384.50
Printing and Circulating Telegrams,	772.58	Survey Fees collected,	2,077.00
Legal Expenses, Prosecution for illegal supplying of telegrams,	65.00	Annual Report Book, Sales,	4.00
	6,837.58		
Fees to Surveyors appointed by the Chamber,	1,867.00	Interest:—	
Annual Reports, 1903, Cost over Estimate,	162.17	Hongkong and Kowloon Wharf and Godown Co. Ltd. on Debentures,	412.50
Annual Report, 1904, Estimated Cost,	400.00	Hongkong Hotel Co. Ltd., Debentures,	195.00
	562.17	Hongkong Club Debentures,	75.00
Books and Newspapers,	329.26	Hongkong & Shanghai Bank (Fixed Deposits),	137.99
Printing, Stationery and Advertising,	559.05	Do. (Current Account,)	24.89
Donation to Decimal Association, Parliamentary Fund,	105.84		845.38
Postages and Petty Cash,	261.97		
	1,256.12		
Balance—Excess of Income over Expenditure, —Transferred to Reserve Fund,	1,868.17		
	\$ 18,642.54		\$ 18,642.54

BALANCE SHEET, 31st December, 1904.

LIABILITIES.		\$	ASSETS.		\$
SUNDRY CREDITORS,		859.70	Pinnacle Rock Fund—		
Pinnacle Rock Fund, at 31st Dec., 1903,	\$4,256.84		7 Hongkong Hotel Co., Ltd.'s 6 per cent. Debentures (at par),	\$3,500.00	
Add interest on 7 Hongkong Hotel 6 per cent. Debentures,	\$ 210.00		Hongkong & Shanghai Banking Corporation Deposit at 4½ per cent. per annum,	\$756.84	
Add interest on Fixed Deposit of \$756.84 with Hongkong and Shanghai Bank at 4½ per cent.	34.05		Current Account at 2%	244.05	
	244.05			1,000.89	4,500.89
RESERVE FUND, as at 31st Dec., 1903,	12,847.29	4,500.89	GENERAL FUNDS—		
Add Excess of Income over Expenditure for year ended 31st December, 1904, per above Statement,	1,868.17		14 Hongkong Hotel Co. Ltd.'s 6 per cent. Debentures (at par),	\$7,000.00	
		14,715.46	10 Hongkong Club 6 per cent. Debentures (at par),	5,000.00	
			Hongkong and Shanghai Bank, Fixed Deposit,	2,000.00	14,000.00
		\$ 20,076.05	CASH AT BANKERS, on Current Account,	753.27	
			FURNITURE,	287.38	
			SUNDRY DEBTORS,	534.51	
				\$ 20,076.05	

A. R. LOWE,
Secretary.

We have compared the above Statement with the Books, Vouchers, and Securities, and find the same to be in accordance therewith.

G. STEWART, }
F. SMYTH, } *Auditors.*

Hongkong, 1st February, 1905.


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APPENDIX.  
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A

Cotton Cultivation in the New Territory.

BOTANICAL AND AFFORESTATION DEPARTMENT,
HONGKONG, March 25, 1904.

SIR,—I am instructed to draw your attention to the subject of Cotton Cultivation in the New Territory. I have therefore collected the following short summary from all the information which I have before me upon the agricultural aspect.

The most important question bearing upon the possibility of successful cotton cultivation in Kwangtung is the question of climate. The seasons of the district are so peculiar that it would not be safe to assume that any plant would be successful until it has been tried.

The experiment in the case of cotton seems to be worth making, for in the cotton-growing districts both in Central China and in Northern India the conditions approach those of Kwangtung. One of the best cotton-growing districts in the United Provinces (North-West Provinces) of India has a climate very similar to that of Hongkong.

The cotton crop would only be in the ground from the first rains in April and May until the autumn, and would therefore be independent of the North-East Monsoon. There is some doubt whether the dry winds of late autumn would check the ripening of the capsules, but it is probable that the more rapid growth of the crop during our hot summer would ensure their perfection in time. Even if this were found not to be the case, irrigation might be economical if the crop proved a valuable one.

The land now under cultivation in the New Territory is probably about ten thousand acres, and a large proportion of this would be suitable for cotton cultivation. There is also a vast area in other parts of Kwangtung equally suitable.

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If the crop is found to succeed, the small farmers would probably take it up. They have already seen and made use of the advantage of growing some products of foreign origin for which a market exists in Hongkong, and they might take especially quickly to this industry, because it is widely spread in other parts of China and has therefore been moulded upon lines suitable to the conditions of small tenements.— I have, etc.,

S. T. DUNN,

Superintendent, Botanical and Afforestation Department.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st April, 1904.

SIR,—I am directed to inform you that the Committee of this Chamber have read your letter of the 25th ultimo on the subject of Cotton Cultivation in the New Territory with much interest.

Hongkong having entered into the manufacture of Cotton Yarn the availability of a good supply of the raw material grown within the limits of the Colony is of great importance, and the Committee are anxious that all reasonable means should be taken to further the project.

It has therefore been suggested to the Government that cotton seed or plants should be distributed amongst the farmers in the New Territory and prizes offered for successful cultivation to stimulate interest in the experiment. In this way it would be possible to prove at a small expense whether the theories advanced by you are likely to have a practical side.

Indian raw cotton now costs locally 28 to 32½ dollars and Chinese and Japanese 31½ to 32½ dollars per picul. An inferior cotton to that grown in Shanghai district could be readily sold locally and the possibility of a large production at a reasonable cost in the New Territory and Kwangtung Province would undoubtedly lead to the greater prosperity of the local industry and a desirable extension of cotton manufacture in this Colony.

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In conclusion I am to state that any efforts you may make with the above object in view will always have the warm support of my Committee, and they will be pleased to be kept informed of the experimental steps which doubtless will be taken to prove your contention.— I have, &c.,

A. R. LOWE, Secretary.

S. T. DUNN, Esq., Superintendent, Botanical and Afforestation Department, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st April, 1904.

SIR,—I am directed to enclose, for the information of His Excellency the Officer Administering the Government, copy of letter on the subject of cotton growing in the New Territory from Mr. S. T. DUNN, the Superintendent of the Botanical and Afforestation Department, and my reply thereto.

It appears to my Committee that no reasonable means should be left undone to prove whether the growing of raw cotton within the bounds of the Colony is practicable or not, as, in the event of successful production, the possibilities of extending the cotton manufacturing industry of this Colony will be very great, and thus materially add to the wealth of the community, while a ready sale elsewhere could be found for any surplus.

His Excellency is doubtless aware of the attempt by the Lancashire manufacturers to further the cultivation of raw cotton on British soil in East Africa. This experiment will undoubtedly increase the value of the East African Colony, and, by providing a British competitor, check the violent fluctuations in the cost of the raw material now caused by the bulk of the world's crop being in American hands.

If the proposed cultivation can be successfully prosecuted within the Colony's territory the local attempt will not only emulate what is

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now being done at home, but mills in Hongkong would have the additional advantage of finding the raw material practically at their own doors.

My Committee beg to suggest for His Excellency's consideration that a small vote should be provided in the next Budget to meet the expense of distributing cotton seed, or plants, to suitable farmers, and prizes for the three best results obtained. The proving of the experiment would thus cost little money, and if successful results are obtained other farmers will readily realise the advantage to be gained by turning their attention to the production of cotton.—I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

B

Customs Regulations at the Port of Kongmoon.

The following rules, issued by the I. M. Customs on 23rd March last, were kindly furnished the Chamber by the Hon. Colonial Secretary.

Customs Regulations for the Port of Kongmoon, 1904.

1. All vessels trading at Kongmoon are subject to, and will be treated in accordance with, the West River Regulations 1904, and where these do not apply with ordinary Customs regulations and existing Treaties. Inland Water steamers will comply with the Inland Water Steam Navigation Regulations.

2. For shipment and discharge of cargo, vessels, including inland water steamers, must take up the berths in the harbour assigned by the Harbour Master, and may not move therefrom without his permission. The harbour limits of the port are S.-W. of Kongmoon town:

Within a line drawn East and West through the Wen Wu Temple.

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In the West River, East of the Kongmoon Creek:

Within a line drawn N.-E. through Li Yu Hill.

In the West River, West of the Kongmoon Creek:

Within a line drawn S.-W. through Chih Shan Village jetty.

Steamer Anchorage: In West River opposite I. M. Customs, adjoining the mouth of the Kongmoon Creek.

Cargo-boats, sampans, &c., are forbidden to approach incoming vessels before they are properly moored.

3. Cargo-boats must be registered at the Custom House and their numbers conspicuously painted on them in Chinese and English.

4. The landing and shipment of cargo and ballast, and passengers and their luggage, may only take place between 6 a.m. and 8 p.m., and cannot go on either at night or on Sundays and holidays without special permission. Cargo landed, shipped, or transhipped without a permit is liable to confiscation.

5. The manifest must contain an account of the marks, numbers, and contents of every package on board. For exhibiting a false manifest the Master is liable to fine. Goods found on board not specified on the manifest are liable to confiscation.

6. On entry and on receipt of Consular Report or River Pass together with the manifest of the import cargo accompanied by tonnage dues and, if from a treaty port, cargo certificate: and on consignees applying specifying on their application in Chinese and English the nature of the goods, the marks and numbers, weight, value, &c., permits will be issued authorising the discharge of consignments (a) into registered cargo-boats which must repair direct to the Custom House for examination, after which duty memos. will be issued and, on payment of duty, the goods will be released; or (b) under approved guarantee into godowns or hulks approved of by the Customs, where they will be examined after which duty memos. will be issued, and on payment of duty the goods will be released.

B

7. Goods for export must be sent to the Customs jetty for examination accompanied by the shipper's application, giving the required particulars as to the nature of the goods, the marks and numbers, weight and value, &c., for a shipping permit. After examination duty memos. will be issued and on payment of duty, shipment permits will be issued.

8. The landing and shipment of cargo having been completed and all dues and duties having been paid, the Customs clearance will be issued and the vessel will be entitled to the return of her papers, and may then proceed. The Customs will be at liberty to seal the hatches and place a Customs Officer on board to accompany vessels up and down the River.

9. Cargo for which shipment permit has been issued but which cannot be received on board must be reported and await Customs examination before being reloaded.

10. Munitions of war may not be landed until a Munitions Special Permit from the Customs has been obtained. Vessels arriving at this port and having on board as cargo any explosive or the specially prepared constituent of such, shall anchor East of Li Yu Hill, in the West River outside the Harbour limits, shall fly a Red Flag and shall abide by the instructions received from the Customs concerning the discharge of the same.

11. In the case of foreign goods from abroad to pay duty the importer may produce his *bona fide* invoice: if the invoice does not include freight and insurance, 10 per cent. will be added to the invoice value in the case of goods paying *ad valorem* duty, but the Customs reserve the right not to accept invoice as a statement.

12. Chartered junks are only available for carrying foreign owned cargo from treaty port to treaty port, and must take out special papers at the Customs in exchange for properly executed and approved bonds.

13. Masters of vessels shall not permit ballast or ashes to be thrown overboard in the harbour.

B

14. No buoy may be laid down without the sanction of the Harbour Master and his approval of the mooring by which it is to be held in position. The Harbour Master will be at liberty to moor such vessels at unoccupied buoys as he may see fit.

15. Steamers on entering the harbour must go slow.

16. The blowing of steam whistles or syrens except for the purpose of signalling in accordance with the regulations for preventing collisions at sea or for the purpose of warning vessels of danger, is forbidden.

17. Masters of vessels are requested to furnish the Harbour Master's office with any information they may possess relative to any new danger such as rocks, shoals, &c., or any changes in the channel of the River that they may have discovered.

18. The Custom House will be open for the transaction of general business from 10 a.m. to 4 p.m., Sundays and holidays excepted. All export manifests and applications for cargo to be shipped the same day should be in the office not later than 3 p.m. All communications regarding Customs business should be addressed to the Commissioner of Customs.

The above Regulations are open to revision when and if necessary.

F. W. MAZE,
Acting Commissioner.

Custom House, Kongmoon, March 23rd, 1904.

True Copy.

H. H. FOX.

C

Philadelphia Commercial Museum and St. Louis Exposition.

THE PHILADELPHIA COMMERCIAL MUSEUM,
PHILADELPHIA, PA., U. S. A.,
March 22nd, 1904.

SIR,—As the result of the honor conferred upon me in electing me an honorary member of your esteemed association, I have naturally had more than ordinary interest in the commerce of your Island.

The Museum of which I am Director, has, through its Bureau of Information, frequently called the attention of merchants, importers and manufacturers in the United States, to the commercial opportunities of Hongkong.

I am anxious to do what I can to bring about still closer and more cordial relations between the business men of your country and my own. In furtherance of this aim the Commercial Museum will maintain a special branch office in the Manufacturers Building at the St. Louis World's Fair, for the convenience of visiting merchants and manufacturers from abroad.

I wish to extend a cordial, personal invitation to all members and friends of the Hongkong Chamber of Commerce to avail themselves freely of this branch and of the services of the Commercial Museum in Philadelphia as well. You will place me under still greater obligations to you if you will take means of making this known as widely as possible in commercial circles generally in Hongkong.—I am, &c.,

W. P. WILSON, Director.

The Secretary, CHAMBER OF COMMERCE, Hongkong, China.

Executive Offices,
Philadelphia Commercial Museum,
Philadelphia, Penna., U. S. A.

Believing that it may be your intention to visit the Exposition to be held at St. Louis, Missouri, U. S. A., from April to December of this year, and that while in this country you may wish to extend your business relations with American firms, we beg to inform you that we propose to maintain a branch office in the Manufacturers Building during the continuance of the Exposition, and to conduct a Bureau of Information for the convenience of visiting merchants.

At this office we shall keep a classified list of American manufacturers, catalogues, trade journals, trade directories and other publications likely to be of use to visitors.

In bringing this matter to your attention we wish to cordially invite you to visit the Commercial Museum in Philadelphia and the branch office at St. Louis.

If you have not already done so it may be to your advantage to file with us a statement giving your line of business and references so that you may refer to this Institution when communicating with or visiting firms in this country. Owing to our wide acquaintance and familiarity with the manufacturing interests of this country you may be able to make use of our services, which we take pleasure in placing at your disposal.

The Philadelphia Commercial Museum.

Lewis and Clark Centennial Exposition at Portland,
(Oregon).

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 29th March, 1904.

SIR,—I am directed to transmit for your information the enclosed copy of a Circular Despatch from the Secretary of State for the Colonies regarding the proposed Lewis and Clark Centennial Exposition and to request you to be good enough to inform me whether in the opinion of the Chamber any steps should be taken by the Government with a view to a representation of this Colony at that Exposition.—I have, etc.,

A. M. THOMSON, Acting Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE.

Downing Street,
5th February, 1904.

Sir,—I have the honour to transmit to you a copy of a letter which the American Ambassador has addressed to the Marquess of Lansdowne covering an invitation from the management of Lewis and Clark Centennial Exposition (which is to be held at Portland, Oregon, United States of America, from May 1st to November 1st, 1905,) to your Government to take part in the Exhibition. It will be seen that, while the

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Exposition is not under the auspices or patronage of the Government of the United States of America, this invitation has been delivered on its behalf by the American Ambassador in this country.—I have, etc.,

ALFRED LYTTTELTON.

The Officer Administering the Government of Hongkong.

Enclosure in Circular dated 5th February, 1904.

American Embassy, London,
January 22nd, 1904.

My Lord,—I have the honour to enclose herewith a communication addressed by the Management of the Lewis and Clark Centennial Exposition which is to be held at Portland, Oregon, from May 1st to November 1st, 1905, to Your Lordship as His Majesty's Secretary of State for Foreign Affairs inviting the participation of His Majesty's Government in the Exposition in question.

I am instructed by my Government to deliver this invitation to Your Lordship unofficially, on behalf of the Exposition, and at the same time to state that while the Exposition is not under the auspices or patronage of my Government, at the same time the latter would be gratified if His Majesty's Government could find it of advantage to participate therein.

I venture also to enclose herewith similar invitations addressed to the Governor of Cape Colony, the Viceroy of India, the Governor of Hongkong, the Governor of Ceylon, the Governor of New Zealand, the Governor of West Australia, the Governor of Australia, the Governor of South Australia, the Governor of Queensland, the Governor of New South Wales, the Governor General of Canada, and the Governor of the Transvaal, with the request that they may be communicated to the British Possessions named through the Colonial Office.

Full information regarding the Exposition and its objects is included in the printed matter accompanying the invitation.—I have, etc.,

JOSEPH H. CHOATE.

The Marquess of Lansdowne, K.G., etc., etc., etc.

C

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st April, 1904.

SIR,—I am instructed to acknowledge the receipt of your letter of the 29th ultimo, and enclosures regarding the proposed Lewis and Clark Centennial Exposition at Portland (Oregon) in 1905.

The question whether the Government should take any steps with a view to this Colony being officially represented at the Exhibition has been discussed by my Committee and they desire me to inform you that in their opinion it is not necessary for the Government to go to any expense in the matter. The reasons which have guided the Committee to this decision are that the manufacturers of Hongkong are inconsiderable and its natural products so limited that it would be difficult to form a separate court to adequately represent the trade of the Colony.

I am to suggest that it would be sufficient if the Registrar General represent to the Chinese manufacturers of silver ware, ivory ornaments, carved blackwood, etc., the advantage likely to be gained by sending exhibits. This, I believe, was the practice followed when the St. Louis Exhibition Authorities approached the Government two years ago.—I have, etc.,

A. R. LOWÉ, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

Proposed Colonial and Indian Exhibition.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 20th June, 1904.

SIR,—I am directed to forward for the information of your Chamber the enclosed copy of a letter from the Commissioner of the proposed Colonial and Indian Exhibition together with a syllabus broadly sketching the objects for which it is proposed to hold the Exhibition.

I shall be glad to be favoured with any remarks which your Chamber may be good enough to make with regard to the scheme.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE. Hongkong.

(Copy.)

Crystal Palace Company,
14, Victoria Street, Westminster,
23rd April, 1904.

Sir,—I am desired by the Directors of the Crystal Palace to forward you two copies of a Scheme for a Colonial and Indian Exhibition, which will be held at the Crystal Palace during the Summer of 1905, and to ask that you will be good enough to bring it before your Government with a view to their taking part in the Exhibition.

The objects of the proposed Exhibition are fully detailed in the enclosed prospectus, and I am to ask you to impress upon your Government the many advantages direct and indirect likely to result from their sending to the Crystal Palace a representative collection of such of the products and manufactures of your Colony which will bring before the people of the United Kingdom the resources and capabilities of your Colony, and are at the same time likely to obtain a remunerative market in this Country.

In the event of your Government accepting in principle the policy of being represented at this Pan-Britannic Exhibition, the question of expenditure would next have to be considered, and I am glad to be able to point out that the architectural surroundings of the Crystal Palace render it unnecessary to make any considerable disbursements in the way of decoration, and that little further expense is necessary beyond payment for the space, the freight and insurance of the exhibits, their installation, and a moderate sum for keeping them clean. The heavy outlay made at Paris, Chicago, and St. Louis, as well as the Colonial and Indian Exhibition of 1886 is quite unnecessary.

It is proposed to appoint juries which will submit the various objects exhibited to an exhaustive examination, and will award to them diplomas commensurate with their merit.

As the Exhibition will open in little more than twelve months from the present date, my Directors are desirous of obtaining the decision of your Government as speedily as possible.—Yours, &c.,

GEORGE COLLINS LEVEY.

The Officer Administering the Government of Hongkong.

PROPOSED SCHEME FOR A COLONIAL AND INDIAN EXHIBITION, 1905.

Honorary Committee of Advice:

- The Most Noble the Duke of Argyll, K. T. (Late Governor General of Canada).
- The Most Noble the Duke of Westminster.
- His Highness Sir Agar Sultan Muhammad Agar Khan, G. C. I. E. (Member of the Governor General's Council).
- The Most Honourable the Marquis of Salisbury.
- The Most Honourable the Marquis of Linlithgow, G. C. M. G. (Late Governor General of Australia).
- The Right Honourable the Earl Grey (Administrator of the Chartered Company of South Africa).
- The Right Honourable the Earl of Jersey, G. C. B., G. C. M. G. (Late Governor of New South Wales).
- The Right Honourable Lord Alverstone, G. C. M. G. (Lord Chief Justice).
- The Right Honourable the Earl of Kintore, G. C. M. G. (Late Governor of South Australia).
- The Right Honourable the Earl Donraven, K. P. (Late Under Secretary for the Colonies).
- The Right Honourable Lord Brassey, K. C. B. (Late Governor of Victoria).
- The Right Honourable Lord Strathcona and Mount Royal, G. C. M. G.
- Field Marshal Sir Henry Norman, G. C. B., G. C. M. G., C. I. E. (Late Member of Council for the Secretary of State for India and Governor of Queensland).
- Sir Charles Tupper, Bart., G. C. M. G. (Late High Commissioner for Canada).

C

- Sir C. W. Cayzer, M. P.
Sir Thomas Sutherland, G. C. M. G.
Sir William Abney, K. C. B., D. C. L., D. Sc., F. R. S.
Sir R. D. Moor, K. C. M. G.
Lieut.-General Sir Bevan Edwards, K. C. M. G., C. B., M. P.
Rt. Hon. Sir Herbert Eustace Maxwell, M. P., F. R. S.
Rt. Hon. Sir G. D. Taubman-Goldie, K. C. M. G.
Colonel Sir George Sydenham Clarke, K. C. M. G. (Late Governor of Victoria).
Colonel Sir T. Hungerford Holdich, K. C. M. G., K. C. I. E., C. B.
Sir H. E. H. Jerningham, K. C. M. G. (Late Governor of Mauritius and Trinidad).
Sir Nevile Lubbock, K. C. M. G. (Chairman of the West India Committee).
Sir Charles H. Metcalfe (Chartered Company of South Africa).
Sir Westby Brook Perceval, K. C. M. G.
Sir Gilbert Parker, M. P.
Sir Mancherjerwanjee Bhownaggee, K. C. I. E., M. P.
Sir Horace Tozer, K. C. M. G. (Agent General for Queensland).
Sir William Lee-Warner, K. C. S. I.
Sir T. Wrightson, M. P.
Sir H. T. Wood.
Sir Henry K. Davson (Deputy Chairman of the West India Committee).
Colonel Frank Rhodes, C. B., D. S. O.
The Hon. H. Lefroy, C. M. G. (Agent General for Western Australia).
The Hon. Alfred Dobson (Agent General for Tasmania, and Acting Agent General for Victoria).
A. S. T. Griffith Boscawen, Esq., M. P.
Dr. Rutherford Harris, M. P.

C

- T. J. Bennett, Esq., C. I. E.
J. G. Colmer, Esq., C. M. G. (Late Secretary High Commissioner for Canada).
Algernon E. Aspinall, Esq., (Secretary of the West India Committee).
R. Bendwell Carter, Esq., F. R. C. S.
Dr. Francis Elgar, L. L. D., F. R. S.
A. B. Loftus, Esq.
F. G. Medhurst, Esq.
G. Neville Peel, Esq.
Carmichael Thomas, Esq.
Dr. Alfred Hillier.

Directors of the Crystal Palace Company:

- Ernest Schenk, Esq. (Chairman); Capt. Hon. Arthur C. E. Somerset; W. B. Keen, Esq.; Charles Howard Tripp, Esq.

Secretary and Acting Manager:

- J. H. Cozens, Esq.

Commissioner:

- George Collins Levey, C. M. G.

Offices:

- 14, Victoria Street, London, S. W.

The Directors of the Crystal Palace propose to hold during the Summer of 1905 an Exhibition at which all the Dominions, Commonwealths, States, Colonies, and Chartered Companies of the British Empire will be invited to take part, with the view of offering to the people of the United Kingdom an object lesson which would demonstrate that the British Empire produces all the necessaries and luxuries of life in quantities large enough to supply the wants of all its inhabitants, while their quality is at least equal to those produced in any other portion of

the globe. The proposed Exhibition would show that this Nation can be entirely self-sustained, and that in this respect it differs from any other, however large may be its area and varied its resources. Such an Exhibition should certainly obtain the countenance and support of the Governments of the constitutional Colonies, all of which are desirous of encouraging commercial intercourse between the various sections of the Empire, and some of which are prepared to make considerable sacrifices in order to obtain that object. It is hoped that the Empire of India and the various Crown Colonies will adopt a similar policy, and show an equal desire to be present on such an occasion.

It is now eighteen years since an Imperial Exhibition of the magnitude of that proposed by the Crystal Palace Company was held in any portion of the United Kingdom. The Colonial and Indian Exhibition of 1886 was visited by 5,550,745 persons, although at that date the advantages, political, commercial and social, to the Mother Country, of the outlying parts of the Empire, and their vast importance to its power and prestige were only partially understood. Since 1886 the population of the Colonies and their trade with the United Kingdom, have largely increased, the Commercial Treaties between the United Kingdom, Belgium and Germany (which prevented preferential trading) have been denounced; favourable tariffs have in some instances been adopted; and the armed forces of the various Colonies and Dependencies have fought side by side with those of the United Kingdom in South Africa and China. At the present moment the food of this Country is largely obtained from the Colonies, although in 1886 such imports were almost unknown. It is only necessary to allude to the large increase since 1886 in the shipments from Canada, Australia, and India, of wheat, meat, butter, cheese, game, and poultry; to the movement now on foot for obtaining cotton from British sources, and to the increased trade between the West Indies and the Mother Country.

About the commercial advantages of the proposed Exhibition there is no room for difference of opinion since it will show the Merchants and Manufacturers of this country that although in the past it has been

the practice to rely for supplies upon foreign countries, there is no necessity to continue this policy for the future.

The Directors of the Crystal Palace Company will, in the first instance, appeal to the Governments of the various British Colonies, because at all Exhibitions previously held in Europe and the United States the arrangements for the representation of the various Colonial products and manufactures have been made by the Local Governments, and not by private firms or individuals.

The Directors of the Crystal Palace Company are in a position to offer to the Colonial Governments, in the magnificent building which has a world-wide fame, a space quite as large as was occupied by them at South Kensington in 1886. An inclusive charge will be made of 2/- per square foot for large spaces (5,000 square feet or over) taken *en bloc* by the Government of any British Colony, or 4/- per square foot for the space actually occupied whatever may be the area taken. Twenty-five per cent. of the space money must be paid at the time of making the application, and the balance prior to the opening of the Exhibition in May, 1905. Any available space not applied for by the Colonial Governments by February 1st, 1905, may be taken by British Exhibitors of Colonial Produce and Manufactures.

Terms may be made with the Refreshment Contractors to the Crystal Palace for the sale of Colonial Wines, Ales, Liqueurs, Cigars, and for the establishment of Colonial Restaurants under regulations to be subsequently issued.

The situation of the Crystal Palace is specially convenient of access for Exhibitors, as by means of two lines of railway heavy goods can be delivered at a minimum cost, and with the least possible risk. Communication is established with all parts of the Metropolis and with the rest of the United Kingdom by these two lines of railway, and by the tram lines to London and Croydon which are expected to be completed prior to the opening of the Colonial and Indian Exhibition, and will no doubt largely increase the number of visitors to the Crystal Palace.

C

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 23rd July, 1904.

SIR,—I am instructed to acknowledge the receipt of your letter of the 20th ultimo, and enclosures, regarding the proposed Colonial and Indian Exhibition to be held at Crystal Palace next year under the auspices of the Crystal Palace Company.

The question whether the Government should take any steps with a view to the Colony being officially represented at the Exhibition has been discussed by my Committee and they desire me to inform you that in their opinion, it is not necessary for the Government to go to any expense in the matter. The reasons which have guided my Committee to this decision are that the manufactures of Hongkong are so limited that it would be difficult to form a separate court to adequately represent the trade of the Colony.

I am to suggest that it would be sufficient if the Registrar General represents to the Chinese manufacturers of silver ware, ivory ornaments, carved blackwood, etc., the advantages likely to be gained by sending exhibits.

This I believe was the practice followed when the St. Louis Exhibition Authorities approached the Government two years ago.—I have, etc.,

A. R. LOWE, Secretary.

The Hon. COLONIAL SECRETARY, Hongkong.

D

Currency Question.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th May, 1904.

SIR,—I have the honour to refer you to the correspondence which passed last year between your Chamber and the Hongkong Chamber in relation to the presentation of a petition to the Diplomatic Corps at

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Peking requesting that Body to urge on the Chinese Government the imperative necessity of taking steps to establish a uniform National Coinage throughout China as a first step towards the institution of currency arrangements of a less fluctuating character than those at present in use.

The importance of not allowing this matter to pass into oblivion was referred to by the Members of this Chamber at their recent Annual Meeting and my Committee are anxious to know whether your Chamber is willing to make further joint representations to the Diplomatic Body at Peking with the object of urging it to a course of action of a more determined nature than a mere expression of sympathy as was the case last year.

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

A. R. LOWE, Secretary.

LESLIE J. CUBITT, Esq., Secretary, GENERAL CHAMBER OF COMMERCE,
Shanghai.

No. 1298.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 23rd June, 1904.

DEAR SIR,—I regret, that owing to my absence from Shanghai, your letter of 28th May has remained so long unanswered.

My Committee are fully in accord with yours in thinking that it is desirable to keep the question of currency reform constantly before the Diplomatic Body at Peking, and I am to say that in the course of a few days they hope to send, for your consideration, a draft of letter, having for its object the awakening of the Diplomatic Body to the necessity for definite action.—I have, &c.,

LESLIE J. CUBITT, Secretary.

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong.

D

No. 1310.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 5th July, 1904.

DEAR SIR, — In continuation of my letter of 23rd ultimo, I now beg to hand your draft of letter referred to therein, a copy of which I am sending to the Tientsin Chamber for their consideration.—I am, &c.,

LESLIE J. CUBITT, Secretary.

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 12th August, 1904.

SIR,—In reply to your letter of the 5th ultimo enclosing draft letter from the Chambers of Commerce of Shanghai, Tientsin and Hongkong to the Doyen of the Diplomatic Corps at Peking regarding the Currency Question in China, I have now the pleasure of returning to you the signed letter slightly amended to meet their views.

I am to suggest that a copy of the above mentioned letter should be forwarded to each Member of the Diplomatic Body for similar reasons to those stated in the last paragraph of my letter of 15th August, 1903, and for this purpose I am sending you, under separate cover, 12 copies which merely require the signatories' names and the date printed in. Doubtless the Tientsin Chamber will kindly attend to this.—I have, &c.,

A. R. LOWE, Secretary.

The Secretary, GENERAL CHAMBER OF COMMERCE, Shanghai.

D

(Enclosure.)

(Also sent to all Members of Diplomatic Body at Peking.)

Sir,—In September of last year, we, the undersigned Chambers of Commerce, had the honour to address Your Excellency on the subject of the instability of Exchange and the pressing need for the prompt introduction into China of remedial measures.

In the Memorial setting forth our views, we ventured to emphasize the importance of the Diplomatic Corps urging upon the Chinese Government the imperative necessity of their taking in hand without delay the establishment of a uniform National Coinage as provided for by Treaty.

The acknowledgment of the receipt of the Memorial which we had the honour to receive from Your Excellency in the following October was all that could be desired as an expression of appreciation of, and sympathy with, the object we had in view, but nearly a year having elapsed without it being apparent that any material result may be looked for, we are constrained again to broach the subject with the object of finding out whether further representations on the strength of this letter from the Foreign Commercial Bodies in China, made through Your Excellency to the Chinese Government, will enable some assurance of a more tangible nature than that at present received being readily available in reply.

It would appear to us that the Chinese Government are not fully alive to the necessity of carrying out their Treaty obligations in this matter, and that the Treaty Powers are justified in bringing some pressure to bear in order to ensure the due observance of the same.—We have, etc.,

W. D. LITTLE, Chairman,
Shanghai General Chamber of Commerce.

EDBERT A. HEWETT, Chairman,
Hongkong General Chamber of Commerce.

J. M. DICKINSON, Chairman,
Tientsin General Chamber of Commerce.

To His Excellency Baron Czikkann, Minister for Austria-Hungary and
Doyen of the Diplomatic Corps, Peking.

D

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 27th August, 1904.

Currency Reform.

SIR,—I beg to acknowledge receipt of your letter of 12th instant, handing two signed and twelve unsigned printed copies of letter addressed to the Doyen of the Diplomatic Body at Peking by the Chambers of Shanghai, Hongkong and Tientsin.

My Committee acquiesces in the slight amendments made by your Chamber, and the letter having been signed here is being forwarded, with the additional copies, to Tientsin with a request to carry out your Chamber's suggestions relating thereto.—I am, etc.,

LESLIE J. CUBITT, Secretary.

The Secretary, GENERAL CHAMBER OF COMMERCE, Hongkong.

TIENTSIN GENERAL CHAMBER OF COMMERCE,
TIENTSIN, 19th September, 1904.

DEAR SIR,—I send you herein copies of letters received from Peking on the subject of a uniform National Coinage for China together with copies of my reply to His Excellency Sir ERNEST SATOW, and His Excellency Monsieur DE CARCER.

This Chamber is prepared at all times to co-operate with yours in such matters and I can only express the hope that some practical remedy will, in the near future, be found to ameliorate the grievance.—I am, etc.,

J. M. DICKINSON, Chairman.

The Chairman, CHAMBER OF COMMERCE, Hongkong.

Peking, September 15th, 1904.

Sir,—I have received your communication of the 12th instant, enclosing copy of a Memorial from the Chambers of Commerce of

D

Shanghai, Hongkong and Tientsin to the Doyen of the Diplomatic Body on the subject of the pressing need for the establishment of a uniform National Coinage in China.

In reply I beg to inform you that correspondence has already passed between the Hongkong Chamber of Commerce and myself on this subject.

In view of the scheme for the adoption of the gold standard laid before the Chinese Government by Professor J. W. JENKS of the United States' Commission on International Exchange, which is now under the consideration of the Chinese Government, I do not see my way at present to do more than give it my general support by taking such opportunities as may present themselves of urging its adoption.

I would, however, take the liberty of pointing out to the Chairman of the respective Chambers that the reference in paragraph 2 of the Memorial to "the establishment of a uniform national coinage as provided by Treaty" is not likely to have the same weight with all the members of the Diplomatic Body, since the majority of the Government represented at Peking have not thought it necessary to enter into treaty stipulations with China in regard to this question.—I am, &c.,

ERNEST SATOW.

J. M. Dickinson, Esq., Chairman of the Tientsin General Chamber of Commerce.

Legation of the United States of America,
Peking, China, September 14th, 1904.

Sir,—I have the honour to acknowledge the receipt of your communication of September 12th enclosing a copy of a memorial to the Doyen of the Diplomatic Corps at Peking, from the Chambers of Commerce of Shanghai, Hongkong and Tientsin, on the subject of the instability of Exchange.—I have, &c.,

E. H. CONGER.

J. M. Dickinson, Esq., Chairman, Tientsin General Chamber of Commerce, Tientsin.

D

Tientsin General Chamber of Commerce,
Tientsin, 19th September, 1904.

Your Excellency,—I beg leave to acknowledge receipt of your communication of the 15th instant having reference to a Memorial submitted to the Doyen of the Diplomatic Body at Peking by the Chambers of Commerce of Shanghai, Hongkong and Tientsin on the subject of a uniform National Coinage in China.

A copy of your letter has, to-day, been forwarded to Hongkong and Shanghai where I am confident the Chambers of Commerce will view with much gratification the assurance that Your Excellency will give general support to furthering the end we serve.—I have etc.,

J. M. DICKINSON, Chairman.

His Excellency

Sir Ernest Satow, G.C.M.G., H. B. M.'s Minister, Peking.

Tientsin General Chamber of Commerce,
Tientsin, 19th September, 1904.

Your Excellency,—I have the honour to acknowledge receipt of your letter under date of the 15th instant having reference to a Memorial submitted to the Doyen of the Diplomatic Corps by the Chambers of Commerce of Hongkong, Shanghai and Tientsin on the subject of a uniform National Coinage for China.

On behalf of the Mercantile Bodies concerned I express to Your Excellency the satisfaction with which we learn that your support will be accorded when the subject comes up for discussion.—I have, &c.,

J. M. DICKINSON, Chairman.

H. E. Monsieur de Carcer, Envoy Extraordinary and Minister Plenipotentiary for Spain, Peking.

E

Dating of New York Telegrams.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 23rd February, 1904.

SIR,—I am instructed to inform you that a copy of the representations recently made by the Shanghai General Chamber of Commerce to your President on the subject of the omission by the Commercial Cable Company of the hour of despatch in messages passing over their lines has been received and considered by my Committee, and that these representations meet with their entire approval.

Previous to the opening of the Pacific Cable, messages arrived from New York *via* London, and the Cable Companies in Hongkong stated on the telegram form the date of despatch from London only, as they were unable to obtain the time of despatch from New York. Now, as the majority of the American cables come by the Pacific route *via* San Francisco and Manila, receivers at this end find great inconvenience in having no guide as to time of despatch of the wire from New York. It would be some assistance if the time of despatch from San Francisco were even given.

Your Committee will readily recognise that as long distance cablegrams occupy some hours in transmission it follows that receivers of messages are often at a loss to know whether such were sent before or after the receipt at the sender's end of messages from the receiver's end. The Cable Companies to and from Europe always give without charge the time of despatch on the telegram. This information is found of much use to Merchants, Bankers and others who are continually in cable communication with far distant ports, and my Committee trust that your Chamber will see its way to approach the Commercial Cable Company with a view to similar privileges being conferred on users of its cables.—I am, &c.,

A. R. LOWE, Secretary.

The Secretary, CHAMBER OF COMMERCE of the State of New York.

E

CHAMBER OF COMMERCE OF THE STATE OF NEW YORK,
NEW YORK, March 29th, 1904.

DEAR SIR,—Your valued favor of 23rd ultimo, addressed to the Secretary of the Chamber of Commerce of the State of New York, has been referred to this Committee.

In reply I would say that we have received a similar letter from the Chamber of Commerce of Shanghai and referred the complaint with regard to dating of telegrams to the Commercial Pacific Cable Company. In reply the Commercial Pacific Cable Company informed us that they saw no valid reason for departing from their present custom and I regret, therefore, to state that our efforts in this direction have been unavailing.—I am, &c.,

GUSTAV H. SCHWAB,

Chairman, Committee on Foreign Commerce
and the Revenue Laws.

A. R. LOWE, Esq., Secretary, HONGKONG GENERAL CHAMBER OF
COMMERCE, Hongkong, China.

Chamber of Commerce of the State of New York,
New York, 5th February, 1904.

Sir,—Your valued favour of December 23rd, with regard to the omission of the date and time of dispatch of the cables passing over the Pacific Cable Company's lines, addressed to the President of the Chamber of Commerce of New York, has been referred to this Committee.

In reply I beg leave to state that we have communicated the contents of your letter to the Commercial Cable Company, and have received from them a reply under date of 4th instant, copy of which I enclose for your information.

I doubt if anything further can be done in this matter at this end, and I am, my dear sir,—Yours &c.,

GUSTAV H. SCHWAB, Chairman,

Committee on Foreign Commerce and the Revenue Laws.

Mr. W. D. Little, Chairman, Shanghai General Chamber of Commerce,
Shanghai.

E

The Commercial Cable Company,
Executive Offices, 253, Broadway,
New York, 4th February, 1904.

Sir,—In reply to your letter of January 29th, I beg leave to say that there must be some misapprehension in the minds of your Shanghai friends in regard to the practice of transmitting the dates and hours of the dispatch of cablegrams. This information has never been transmitted in the free parts of cablegrams from or to America.

Until the Commercial Pacific Cable was laid, cablegrams for China and Japan were sent by the Atlantic cables. The dates and hours of dispatch were not transmitted. If dates have appeared on cablegrams delivered in China and Japan, they must have been the dates and hours of arrival at, or dispatch from, some intermediate point, and no doubt this was the case, as we are aware that Administrations operating telegraph systems between Europe and China find it necessary, for their own purposes, to transmit dates and times. We are under no such necessity. It will be seen that such dates and times were not the true times of dispatch from America, which, not being transmitted, could not have been known. It is clear that the information so given was false information, which we should judge was more dangerous than no information, and this points to the conclusion that the dates and hours of dispatch cannot be so important as your friends at Shanghai seem to think.

The Commercial Cable Company in connection with the Commercial Pacific Cable Company is transmitting cablegrams now exactly as they have always been transmitted.

The business day at New York closes at say 6 p.m., which corresponds to 7 a.m. at Shanghai, therefore the New York business day is closing as the Shanghai business day is opening. The New York messages intended for the opening of the business day at Shanghai are usually filed in the afternoon, about 4 p.m., which corresponds to 5 a.m. of the next day at Shanghai. Messages filed in the afternoon or evening of the New York day are always delivered in the morning of the Shanghai day.

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We cannot admit that under these circumstances, and in view of the important reduction made in the rates, and of the regularity of the service furnished by the Commercial Pacific Cable Company, that there is good reason for requiring the Company to transmit this extra free information.—I have, &c.,

GEORGE G. WARD, Vice-Pres. and General Manager.
Gustav H. Schwab, Esq., Chirman, Committee on Foreign Commerce and the Revenue Laws, Chamber of Commerce of the State of New York.

F

Contraband of War.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th March, 1904.

SIR,—I am directed to transmit for the Chamber's information a copy of a telegram received from the Secretary of State for the Colonies relating to contraband of war in connection with the present hostilities between Russia and Japan.—I have &c.,

A. M. THOMSON, Acting Colonial Secretary.
The Secretary, CHAMBER OF COMMERCE, Hongkong.

Telegram received from the Secretary of State for the Colonies.

Your telegram of 2nd March; Russian declaration as to contraband states as follows:—

En général tous les objets destinés à la guerre sur mer ou sur la terre de même que le riz, les vivres, et les chevaux, bêtes de sommes, et autres pouvant servir dans un but de guerre et i elles sont transportés pour le compte ou à destination de l'ennemi.

Japan regards provisions as contraband of war when destined for the enemy's army or navy or in cases where being goods arrived at enemy's territory there is reason to believe they are intended for use of his army or navy.

F

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 15th November, 1904.

SIR,—I am directed to transmit for your information a copy of a telegram which His Excellency the Governor addressed to the Secretary of State for the Colonies with the reply received thereto respecting the attitude of the Russian Government as regards the treatment of food supplies as contraband of war.—I have, etc.,

M. J. DRAYSON, for Colonial Secretary.
The Secretary, CHAMBER OF COMMERCE, Hongkong.

*Telegram to the Secretary of State, London, from Governor,
Hongkong, dated the 4th November, 1904.*

Mercantile community wish to know whether Russian Government recognise that food supplies consigned to private parties at belligerent ports are not contraband goods. Reply anxiously expected.

*Telegram from the Secretary of State, London, to Governor,
Hongkong, dated 14th November, 1904.*

In answer of your telegram of 4th November Russian Government have admitted the principle that food supplies are only conditional contraband. Onus of proof in such cases will lie with the captor but owners should be prepared with evidence sufficient to disprove any prima facie case which might be made against them.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 23rd November, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 15th instant enclosing copies of telegrams respecting the attitude of the Russian Government with regard to the treatment of food supplies as contraband of war.

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The Committee appreciate the courtesy of the Government in affording them this information, and I am to suggest that it would, in their opinion, be advisable to publish the copies of the telegrams in the local press as the matter is one in which the business community is much interested.—I have, etc.,

A. R. LOWE, Secretary.

Hon. F. H. MAY, C.M.G., Colonial Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th January, 1905.

SIR,—I have the honour to remind you of the interview the Chairman of this Chamber had with you early last month at which he understood you to say that whereas both the Japanese and Russian Governments had agreed that rice and foodstuffs are only conditional contraband, you were under the impression that in the event of a neutral ship, bound for a port on the enemy's coast-line (which had not been declared to be a port in a state of blockade), being stopped by a Japanese Warship and foodstuffs forming part of her cargo, it was the Japanese contention that the onus of proof that the goods were not for the use of the troops rested with the captured and not the captors.

The Russian Government as you are doubtless aware have given way on this point, and my Committee will be glad to know whether you are now able to give them any information tending to show that the Japanese Government are adopting a similar attitude.—I have, etc.,

A. R. LOWE, Secretary.

M. NOMA, Esq., Consul for Japan.

F

JAPANESE CONSULATE,
HONGKONG, 16th January, 1905.

SIR,—I have the honour to acknowledge the receipt of your despatch of even date regarding that rice and foodstuffs are only conditional contraband. In reply I have the honour to inform you that the Japanese Government are adopting the same principle which I have assured in the interview with the Chairman of your Chamber early last month.—I have, etc.,

MASANICHI NOMA, Consul for Japan.

A. R. LOWE, Esq., Secretary, HONGKONG GENERAL CHAMBER OF
COMMERCE.

G

Health Officer of the Port.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 14th May, 1904.

SIR,—I have the honour to refer you to my letter of the 29th January, and your reply of the 24th February last with regard to the question of the medical inspection of steamers under the present system, and I now beg to convey to you, for the information of His Excellency the Officer Administering the Government, the Committee's extreme regret at the decision arrived at by the Government in this matter.

They desire me to point out that as far back as three years ago the Chamber represented to the Government the necessity that existed of employing two medical Port Officers whose whole time would be devoted to the inspection of vessels, unless the right of private practice amongst the shipping be conceded to them, and also that an additional launch should be placed at the disposal of the Department. His Excellency Sir Henry Blake recognised the need for further assistance to the existing staff and implied that a more radical change in the Officers would have been made had it not been for the long service of the present

G

Health Officer of the Port, and it was understood that the recommendations of this Chamber would be approved if the system then brought into force still proved ineffectual.

With regard to your defence of the present officers my Committee do not dispute the fact that cases arise when it is impossible for Dr. Keyt to diagnose a case at first sight, but they are strongly of opinion that needless delay of steamers should not be occasioned by the necessity of awaiting the convenience of the private practice ashore of the Health Officer or his partner. This point was fully touched upon in the 5th paragraph of my previous letter, and with reference to Dr. Keyt's powers it may be remarked that however wide they are he would naturally be diffident in exercising them, in consequence of the position he holds *vis-à-vis* his superior.

During the summer and autumn sessions the work of the Health Officer of the Port is much increased, and there is often necessity for two Officers on duty in the Harbour at the same time, especially in the forenoon. In addition to this when emigrant ships have to be passed the services of one Officer are required for a considerable time. The consequence is that other vessels are kept waiting for an unreasonable period, which could be avoided were another Officer always available for this work.

The work of the Officer is also delayed by the slowness of the present launch employed. It has been described as one of the slowest launches in the Harbour, and, as many anchorages in the Harbour are a considerable distance from one another, much valuable time is lost to the Health Officer, and money to shipowners, through the consequent detention of the ships. His Excellency the Officer Administering the Government will doubtless readily recognise that this state of affairs should not exist in such an important port as Hongkong, and the Committee will be glad to learn that two faster launches will be placed at the disposal of the Health Officer of the Port's Department to remedy this matter.

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The Committee of the Chamber has always been of opinion that the continued prosperity of the Colony depends on the increasing facilities available to shipping, and it is probable that only so long as it remains a cheap port will its pre-eminence last. Quickness in despatch is a great factor in producing this result, and Hongkong should not lag behind any other port in the arrangements made by the Government to avoid delays. In my previous letter it was pointed out that the funds derived from the shipping were more than ample to meet the cost of the establishment of a Health Officer of the Port Department, whose staff would be solely available for the Government work amongst the shipping.—I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 6th June, 1904.

SIR,—With reference to your letter of 14th May, I am directed to state for the information of your Chamber that His Excellency the Officer Administering the Government has carefully considered the question, but regrets that he does not see his way to carry out the recommendations made with reference to medical inspection of steamers.—I have, &c.,

S. B. C. ROSS, for Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 20th June, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 6th instant (No. 583/04 (C.S.O.)) conveying an expression of regret from His Excellency the Officer Administering the Government that he cannot see his way to carry out the recommendations of this Chamber with reference to the Medical Inspection of Steamers.

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The Committee of this Chamber desire me to reply that they have noted His Excellency's decision in this matter with regret.—I have, etc.,

A. R. LOWE, Secretary.

The Honourable The COLONIAL SECRETARY.

H

Commercial Education.

CHAMBER OF COMMERCE,
SINGAPORE, 21st June, 1904.

DEAR SIR,—The Chamber has recently taken up the subject of Commercial Education and as it may be of interest, I beg to enclose Report as to result of the Examination (the first) which it is proposed to hold annually.—Yours, &c.,

ALEX. GUNN, Secretary.

The Secretary, GENERAL CHAMBER OF COMMERCE, Hongkong.

Commercial Education.

Chamber of Commerce,
Singapore, 10th June, 1904.

The Examination for the Chamber of Commerce Certificates was held upon Saturday, the 4th June, 1904, in the following subjects:—

- (1.) English.
 - a. Conversation.
 - b. Transcribing a draft letter.
 - c. Writing a letter from rough outline.
- (2.) Handwriting.
- (3.) Arithmetic.

and upon Monday, the 6th June, in—

- (4.) Typewriting.
- (5.) Shorthand.

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Twenty-five Candidates sent in their names, of whom only sixteen were able to produce satisfactory evidence that they were 17 years of age. Candidates under that age were purposely excluded in accordance with the principles laid down for the Examination. It may be convenient to point out that the requirements of business firms for boys below that age are easily filled, and that the object of the Chamber in granting the Certificate is to encourage efficiency in young men entering on a Mercantile career.

The following were the successful Candidates:—

LIM KOON TYE,.....Messrs. Guthrie & Co.
(First Prize.)

SWEE LAM,St. Joseph's Institution.
(Second Prize.)

H. J. ESPECKERMAN,Straits Steamship Company.

OH GIM KOBY,11, South Canal Road.

YEO CHOON SENG,Raffles Commercial Class.

LOW POW LIM,..... Do.

Certificates will be given to these Candidates, and the subjects in which they passed endorsed thereon. Those who failed in English or in Arithmetic were not granted a Certificate. On the whole, the Examination was attended with a fair measure of success, and the result may be regarded as a satisfactory test of Commercial Education, though still far from the high water mark aimed at by the Chamber.

I. English.

(a.) Conversation.

Each Candidate was subject to conversation lasting about 5 minutes. During that time one or other of the following subjects was discussed:—

- What is the object of reading?
- Why do people accept Bank Notes?
- Why are pearls valuable?
- What are the disadvantages of barter?
- The purpose of the Government.
- The value of the newspaper.

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The Examiners can testify to the intelligence of the Candidates, as well as to the fair knowledge displayed in colloquial English.

(b.) Transcribing a draft letter.

This is a good test of intelligence. There were several instances of Candidates hazarding a guess at the less legible words, and where such were intelligent attempts to supply the context, the papers were leniently treated, but naturally correctness in transcribing was the chief test, and obtained most marks. The aim of the Examiners was to pass letters that could be despatched from a Mercantile office, and neatness was considered an essential condition.

(c.) Writing a letter from rough outline.

In this paper a knowledge of English was required, that is to say a clear comprehension of the question. Marks were also given for clearness of expression, and punctuation. The first question was too easy, and upon another occasion the outline should be rougher, or a business letter might be given in full, and Candidates required to reply thereto.

A paper on general knowledge might in future be added.

2. **Handwriting.**—This subject should in future be marked with the foregoing, and not separately. It is difficult to discriminate between the unformed writing of a boy, and the formed writing of a man, as both in their way may be good. Examiners passed all those before them.

3. **Arithmetic.**—The paper was not too hard, and the standard should be well maintained. The leading feature apparent to the Examiners is the failure by the Schools to teach the decimal system. The complicated efforts by the Candidates to work out calculation by converting decimals into vulgar fractions broke down continually. It was manifest that the Candidates could see their way through most of the questions, but the time occupied in working out the fractions prevented the completion of many of the papers. This is the fault of an antiquated method of tuition. In future the marks should not be so leniently given.

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It appears advisable that the Examiners should continue to be chosen from the members of the Chamber. The requirements are those of business men, and are therefore best gauged by business men.

Fourteen Candidates presented themselves for Examination in Typewriting; six attempted the Higher Standard (90 words) in Short-hand; and eleven the Lower Standard (60 words).

Mr. WALTER MAKEPEACE, to whom the cordial thanks of the Chamber are due, kindly undertook this portion of the Examination, and reports as follows:—

“**Typewriting.**—The Standard of 30 words per minute for plain transcribing proved too much for all except two of the Candidates. The question of speed is mainly dependent on (a) Practice, (b) Familiarity with, and excellence of Machine. While 20 words per minute is not a high rate of transcribing—rather the contrary—it is, in my opinion, sufficient, considering that in some cases the Candidates were unfamiliar with the machine, and in all cases with the handwriting of the deed set to be copied, to justify a pass. I recommend that this be taken as the minimum. Failure to reach it cut out two Candidates whose accuracy and neatness certainly deserved some credit, and who would prove useful in any Merchant's office.

“The 100 possible marks were allocated, 30 each for accuracy, display and neatness; and 40 for speed. In the first-mentioned respects, two Candidates showed conspicuous merit, one, however, failing to qualify in speed. Several Candidates were lamentably deficient in accuracy, even in the Account Sales and Invoice, in which ample time was given. The plain transcription of a legal document was not sufficiently accurate, but it may be

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“ borne in mind that this was the speed test, and there-
“ fore under conditions that do not often arise in legal
“ offices.

“ **Shorthand.**—The Candidate passed in the 90 speed did an
“ excellent paper, both as to shorthand note and type-
“ written transcript. No other Candidate attained any-
“ thing near the standard of accuracy needed for a pass.

“ In the 60 speed, I recommend seven Candidates for a pass.
“ The piece dictated was a speech of the Premier, only just
“ received by the mail, and therefore quite unknown to
“ the Candidates. It contained several phrases and in-
“ volved sentences not likely to be met with in ordinary
“ commercial life, and I therefore felt justified in allowing
“ more errors in transcription than would be allowed in,
“ say, a dictated letter.

“ It is somewhat curious that nearly all the Candidates took
“ the note correctly, and failed to read it. This points to
“ a lack of practice in transcribing. The shorthand cha-
“ racters were fairly accurate, but in most cases were
“ written much too large for taking a verbatim note.

“ I feel bound to add that both the Typewriter and Shorthand
“ confirm my view, that what is wanted in the Candidates
“ is a more thorough knowledge of English. Some of
“ the attempts at transcribing the speech dictated were
“ ludicrous, and the phrase ‘he would be a bold prophet,’
“ became, in the majority of cases, something very
“ different.”

W. H. FRIZELL.

W. H. SHELFORD.

J. M. ALLINSON.

I

Fiscal Reform.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 27th April, 1904.

SIR,—I am directed to transmit for the information of your Com-
mittee the enclosed copy of a letter from the Secretary to the Tariff
Commission and to enquire whether the Chamber has any remarks to
offer on the subject or is in a position to furnish any statistical or other
information relating to this Colony.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

(Enclosure.)

7, Victoria Street, London, S. W.
21st, March, 1904.

My Dear Sir,—It occurs to me that in all probability you will be
interested in a brief statement of the work in which the Tariff Commis-
sion is now engaged. The immediate object of the Commission, as you
doubtless know, is to make an exhaustive inquiry into the condition of
every branch of British trade with a view to securing the objects
explained by Mr. Chamberlain in the speech with which he opened the
proceedings of the Commission on January 15th last. A copy of that
speech I now beg to enclose.* You will especially note the stress which
Mr. Chamberlain lays upon the Imperial aspect of this Tariff question.

As illustrating the methods by which the Commission is proceeding
with its inquiry I also enclose a memorandum and set of statistical
tables* both relating to the Iron and Steel trades, which form of course
the basis of most of the industries of this country.

* Not printed.

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You will see that the inquiry divides itself into three main divisions, namely:—

- (1.) The analysis of official returns, British and Foreign, bearing upon the conditions of industry here and in other countries.
- (2.) The issue of forms of inquiry to the various trades in which questions are included to elicit information supplementary to that contained in returns already available.
- (3.) The examination of representative witnesses from each leading trade with a view of testing the accuracy of the conclusions indicated by the two foregoing methods.

As regards (1) the enclosed statistical memorandum bearing upon the Iron and Steel trades will be followed by memoranda dealing similarly with the British and Foreign official returns respecting each trade. These memoranda will lay stress upon the resources of the various Colonies in the way of raw materials for manufacture and food supplies, and I need hardly point out that the dissemination of these details should greatly increase the tendency of manufacturers to look to the Colonies rather than to foreign countries for supplies of materials, and must also indicate the excellent openings which the Colonies afford for the investment of British capital. They will also bring out clearly the immense resources of the Colonies and their capacity to meet the food demands of the Mother Country.

As regards (2) the inquiry forms thus far issued by the Commission have met with a generous response from manufacturers representing every shade of opinion on the fiscal question and many thousands of replies have already come in. The first step upon receipt of these replies is to number the forms and provide for the absolute secrecy of the source of information where secrecy is desired. I may, however,

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mention that only in a very small proportion of cases to those replying to the inquiries wish their names withheld. After being numbered, the forms are handed on to a staff of clerks, who tabulate the information upon sheets specially prepared for the purpose, and the data are then collated into statistical and other tables. You will be interested to know that the forms already tabulated indicate a widespread appreciation among British manufacturers of the benefits of the tariff preferences which Canada and other Colonies now extend to them. The information given by manufacturers under this head is of a most interesting character, and will be in due course placed before the public.

As regards (3), the examination of witnesses will shortly be commenced. The witnesses are selected solely with a view to their representative character. The opinions they may hold upon the fiscal question are in no way considered; indeed, in most cases these opinions are unknown when their evidence is invited. So far as practicable the information which the Commission has previously collected will be placed in the hands of witnesses, so that they may see exactly what stage the inquiry has reached before their examination takes place.

You will thus see the impartial character of the inquiry. The Commission desires to obtain the exact facts of the business situation and not mere opinions for or against any fiscal propositions. In dealing with such a large mass of information as is now being brought under the survey of the Commission it would be quite impossible to adopt any other than a strictly scientific method.

I shall be glad to receive any statistical or other information especially relating to the potential resources of the Colonies, which you may be so good as to send me.—Yours, &c.,

W. A. S. HEWINS, Secretary,
Tariff Commission.

I

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th May, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 27th ultimo inquiring whether the Chamber had any remarks to offer on the Tariff Question or whether it is in a position to furnish any statistical or other information relating to this Colony with reference to a similar communication from the Secretary of the Tariff Commission to the Government.

With regard to statistics of trade, the Government is well aware that apart from those relative to shipping and published in the Harbour Master's annual report, there is no reliable data to work on. The trade of the port of Hongkong is almost entirely that of transshipping, due to its unique position at the mouth of the river on which the chief markets of South China are situated. The local productions of the Colony are practically non-existent, and the manufactures are at present limited to refined sugar, cotton yarn, rope, cement and the building of launches and river steamers.

From an Imperial point of view it is obvious that if British shipping is to hold its position against foreign competitors equal facilities should not be granted the latter in British ports unless the same favourable treatment is accorded British shipping in their ports. In the majority of cases this is denied to British shipping.

On the other hand an enormous volume of trade, a large percentage of which is not British, centres in Hongkong for distribution to China, the Philippines and other non-British territories, and it is of vital interest to Hongkong that every endeavour should be made by this Colony's Government to attract this foreign trade to the port.

His Excellency the Officer Administering the Government will therefore, the Committee trust, take steps to keep before the home authorities the impossibility of viewing the question of fiscal reform from a strictly Imperial point of view when the time comes for fixing the part Hongkong is to play in the movement, and I am to state that

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the business community of this Colony as represented by this Chamber is watching the various stages which the movement is taking in England with great interest. My Committee will therefore be glad if His Excellency will kindly give instructions to forward copies of any communications on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.— I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 16th May, 1904.

SIR,—I am directed to acknowledge with thanks the receipt of your letter of the 15th instant and to inform you that copies of such communications as may be sent to this Government on the subject will be forwarded from time to time for the information of your Chamber.— I have, &c.,

S. B. C. ROSS, for Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

J

Empire Cables.

OTTAWA, ONT., April, 1904.

SIR,—I have the honour on behalf of the Board of Trade of the City of Ottawa to request that you will bring the enclosed communication on the subject of "The Empire Cables" to the attention of your Association.

We entertain the hope that in the effort to advance the general interest, your co-operation may be counted on.

J

Be good enough to inform me of whatever action your Association may take, and by so doing greatly oblige.—Yours, &c.,

CECIL BETHUNE, Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

P.S.—I am requested to add to what is stated in the enclosed printed explanation, that the Empire Cables would, it is believed, directly on their completion reduce charges on long distance messages 50 per cent., to be soon followed by a still greater reduction. The supreme importance of cheap telegraphy all round the Empire will be obvious to our people elsewhere.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 11th July, 1904.

SIR.—I have the honour to inform you that your letter of the 20th April last, and its enclosures,* on the subject of "Empire Cables" has received the attention of the Committee.

In reply I am directed to state that this Chamber has consistently sympathised with schemes having for their object greater facilities for telegraphic communication from this Colony with all parts of the world, and more particularly with a view to a reduction in cost of messages.

As you are doubtless aware, the trade of this Colony is of a cosmopolitan nature, and I am to state that the Committee are consequently not prepared to unduly favour "all British routes," but rather are inclined to encourage "Free trade in Cables" as recommended by the British Inter-Departmental Committee's Report on Cable Communications laid before the Houses of Parliament in May, 1902.—I have, &c.,

A. R. LOWE, Secretary.

CECIL BETHUNE, Esq., Secretary of Board of Trade, Ottawa, Ontario.

* Not printed.

K

Proposed New Harbour of Refuge.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 15th June, 1904.

SIR.—I am directed to inform you that the question of additional shelter for cargo boats and sampans during the typhoon season has been lately engaging the attention of His Excellency the Officer Administering the Government, and I am now to forward to you for the consideration of your Chamber a tracing on which a proposed breakwater and harbour of refuge at Mong Kok Tsui is shewn in red. If this scheme were carried out a breakwater 4,000 feet in length would be constructed which would give a well sheltered area of 166 acres at a cost roughly estimated at \$600,000.

I am to ask you to be good enough to furnish me with any comments on the above scheme which your Committee may desire to make, and I may add that other schemes have been considered, but the one now suggested appears to be least open to objection.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th July, 1904.

SIR.—I am directed to acknowledge the receipt of your letter of the 15th ultimo, informing this Chamber that the Government have under consideration the question of additional shelter for cargo boats and sampans during the typhoon season and inquiring whether the Committee would furnish any comments regarding the particular scheme referred to in your letter by which a harbour of refuge 166 acres in area could be constructed at Mong Kok Tsui at a cost of about \$600,000.

1. The Committee are glad to learn that His Excellency the Officer Administering the Government is interesting himself in this question

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and they note with pleasure that the Government appear prepared to undertake the construction of such a long felt want as a larger and more conveniently placed typhoon shelter.

2. It will be within His Excellency's recollection that in 1898 this Chamber favoured the construction of such a harbour at a point west of the Slaughter House, giving a sheltered area of about 80 acres at an estimated cost of \$100,000, but the then Governor was unable to recommend to the Secretary of State for the Colonies that the undertaking should be entered into owing to the heavy expenditure which the work would involve.

Even at that time, nearly six years ago, the inadequacy of the present Causeway Bay refuge was strongly urged, as well as the fact that on account of its situation at the East end of the Harbour, from which direction the prevailing storms come, it was necessary for the craft using it to seek refuge at the earliest approach of bad weather or employ steam launches to tow them against the head wind. Since that time the further increase in the number of steam launches, cargo boats and sampans has accentuated the want of sufficient and easily accessible refuge in the Harbour during bad weather. The Mong Kok Tsui scheme now proposed by the Government suffers from no objections on the ground of either inaccessibility or restricted area, and His Excellency may feel assured that its construction will be welcomed by this Chamber and still more so by the large Chinese population living on small craft in the Harbour.

3. The allusions in your letter that other schemes have been considered, but have been open to more objection, rather confines the ground on which comments are invited to the advantages, or disadvantages, arising from transference of the typhoon harbour from Causeway Bay to Kowloon. Although this is not inferred in your letter, the Committee recognise that additional building land is required on the Hong-kong side and the reclamation of Causeway Bay will be necessary to meet this want in the near future. The inconvenience of the Causeway

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Bay refuge has already been enlarged upon, and as the Mong Kok Tsui site would not only enable small craft to reach it under sail, which in the present case is often impossible, the Committee welcome the change of locality. The fact that the new scheme would provide nearly three times as much space as the present refuge does for small craft to take refuge in is another point in its favour.

4. It has, however, occurred to my Committee that the rapid development of the Kowloon Peninsula will, in all probability, exceed in the next few years that already made in the past, and this will especially be so when the projected railway to Canton is actually commenced. The Mong Kok Tsui site appears likely therefore to be a too valuable one for the purpose of a typhoon harbour, as regulations would in all probability be put into force forbidding its waters being used during fine weather by craft engaged in loading or discharging cargo into godowns which may be built on the adjoining land.

5. In view of the fact that the other alternate schemes to which you refer have not been explained to my Committee it is rather difficult to suggest a better site, as the Government may enjoy more exact information, which, if in possession of the Committee, would probably oblige them to take a similar view of the matter as the Government has done, but it would appear that a larger and better sheltered typhoon harbour might be readily constructed in Cheung Sha Wan Bay, which possesses equally deep water as that at Mong Kok Tsui. A breakwater could be made straight across the Bay from Lai Chi Kok to Samshuipo (about 6,000 feet apart) or a smaller area could be enclosed by a breakwater running directly south from the village of Cheung Sha Wan (3,500 feet) meeting at right angles a similar wall carried due west from Samshuipo for 1,500 feet.

6. Such a harbour would be directly under the shelter of the Kowloon Hills on the north and the spurs running south along the Kowloon Peninsula. Stonecutters Island would act as a great protective on the south-west side. This appears, therefore, a more sheltered site than that at Mong Kok Tsui, which is open to the full force

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of a south-westerly gale sweeping across three miles of open harbour from the direction of Green Island, as did the typhoon in November, 1900, when it recurved and filled up steam launches, sampans, and junks as hopeless wreckage on the Yaumati shore.

7. It has already been pointed out in paragraph 2 that the direction from which the prevailing storms come is from the East, and in paragraph 3 that the inability of small craft to reach Causeway Bay shelter on such occasions under their own sail does not apply to the Mong Kok Tsui site. The Cheung Sha Wan site being in the same direction, and the nearer to it the craft get the more protection they would receive from the surrounding land, the fact of it being a mile further on would not, in the opinion of my Committee, be a serious objection, especially as the distance to Cheung Sha Wan from the Central Fairway is little, if any, more than to the present shelter at Causeway Bay.

8. The Committee have no means of estimating the area of the available site at Cheung Sha Wan, but from a glance at the chart, it would appear to offer greater possibilities in that direction than Mong Kok Tsui and might be large enough to allow enough room to shelter the junks which in bad weather now invariably run for shelter into Chin Wan Bay.

9. I am to mention that a further advantage possessed by the Cheung Sha Wan shelter would be the alternate route afforded to craft finding it necessary to sail round the west shores of Stonecutters Island to reach the typhoon harbour under the shelter of the Kowloon Hills, though it is only fair to say that this advantage would apply in a minor degree to the Mong Kok Tsui site.

10. Another point which was brought to the notice of the Government in the correspondence regarding storm warnings bears on this question somewhat. At present the inadequacy of the Causeway Bay shelter obliges native craft to run under cover as soon as the red storm symbols are hoisted in order to obviate the possibility of not finding

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room behind the breakwater at a later stage. This constitutes a serious inconvenience to the shipping in the harbour, and the construction of a larger and more accessible refuge will undoubtedly remove this to a great extent. A typhoon does not usually progress at a rapid rate, and the fact of its centre being over 300 miles distant from the Colony should not necessitate small craft taking shelter, but, for the reason above stated, the owners cannot be blamed for not taking any risk, though they do not fail to take advantage of this to demand higher pay for working whilst the red symbols are hoisted. My Committee therefore trust that on completion of the larger harbour the Government will abolish the red symbols and regard the hoisting of black symbols only as sufficient warning to small craft of the proximity of a typhoon.— I have, &c.,

A. R. LOWE, Secretary.

Honourable A. M. THOMSON, Colonial Secretary.

COLONIAL SECRETARY'S OFFICE.

HONGKONG, 26th July, 1904.

SIR,—I am directed to acknowledge with thanks the receipt of your letter of the 16th July, in connection with the proposal for an additional shelter for sampans, etc., during the typhoon season, and to state that your suggestions will receive the consideration of the Government.—I have, etc.,

S. B. C. ROSS, for Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

COLONIAL SECRETARY'S OFFICE.

HONGKONG, 9th August, 1904.

SIR,—With reference to my letter of 26th July and to the previous correspondence in connection with the proposal to construct an additional harbour of refuge for sampans and junks, I am directed to inform you

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that the Government realizing that it would be useless to incur expenditure on a small refuge, has with regret come to the conclusion that the amount required to construct a suitable typhoon anchorage is too heavy to admit of the work being carried out in the immediate future.—
I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

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Clayton's Apparatus for Disinfecting Ships.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 6th July, 1904.

SIR,—I am directed to forward for the information of your Committee a copy of a report by the Port Health Officer, Singapore, relative to the Clayton apparatus for disinfecting ships.

The question of the advisability of introducing the apparatus into this Colony has for some time been engaging the attention of the Government, and it is proposed in the event of its adoption, to levy fees on ships disinfected in order to cover expenditure. The use of such an apparatus it is thought would be willingly availed of by vessels in this port during plague seasons, as quarantine restrictions would presumably not be insisted on by other ports if a ship could produce a certificate that all the rats, etc., had been destroyed before the ship had left the ports and the holds thoroughly disinfected.

I am to state that I shall be pleased to have an opportunity of considering any observations which your Committee may be good enough to make in connection with this proposal.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

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[Copy.]

We have Clayton Machine type B fitted on a steam launch which makes 7 knots under her own steam. The launch's steam is also used for running the engine of the disinfector.

The whole machine has proved very satisfactory and is economical in use.

About 300 lbs. of sulphur is sufficient to fill all the holds of a big steamer.

Each hold can be filled in from $\frac{1}{2}$ to $\frac{3}{4}$ hour.

The percentage of gas can be regulated easily.

About 3 to 4 per cent. is strong enough for vermin destruction, but 10 per cent. at least is necessary for bactericidal effect.

All the surfaces of the 'tween decks, etc., which are to be disinfected are at first washed with perchloride or Jeyes and S. O. fumigating started while all is wet.

The holds are battened down for at least 12 hours after the requisite amount of gas has been pumped in, then opened up and washed with disinfectants.

The S. O. is found to damage scarcely any cargo except a few foodstuffs such as tea; bleaching does not occur if articles are dry.

The machine is easy to work and full instructions are supplied with it. The cost is, I believe, £1,000. The gross weight is 70 cwts. Height, 4ft. 6in. Base dimensions, 10ft. by 6ft. 8in.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 15th August, 1904.

SIR,—I have the honour to acknowledge receipt of your letter of the 6th ultimo relative to the question of the desirability of introducing Clayton's apparatus for disinfecting ships in this port.

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It will be remembered that on 23rd January, 1902, the Medical Officer of Health minuted at a meeting of the Sanitary Board that the "apparatus would be used on all steamers leaving this port when plague prevails here, and on all steamers arriving from plague infected ports—only, however, with the consent of the shipping agents." My predecessor's letter to you, dated 24th February, 1902, stated that the Committee of this Chamber did not see under the circumstances the apparatus could be usefully employed here, at least so far as ships were concerned, as in the first place the use of the apparatus would inevitably involve the detention of steamers, and consequent heavy expense; and in the second place it would be impracticable, because in most cases vessels calling here have large quantities of cargo on board for ports beyond this. There would be few ships on which it could be used without greatly interfering with trade and incurring great expense to the ship-owner and possible serious loss to the owner of the goods on board.

On further consideration, and after allowing for the presumption mentioned in your letter under reply that other ports would be unlikely to insist on quarantine restrictions in cases where vessels had been fumigated by the Clayton process, the Committee feel compelled to adhere to their previous opinion.

I am to mention that the Port Health Officer of Singapore does not state under what conditions the apparatus is used nor the number of ships disinfected, and in view of the great variety of Chinese foodstuffs and general merchandise arriving on vessels calling here on the way to other ports, the shipping companies would be very chary of risking loss through damage to cargo by the S. O.² Gas, and further they would probably find that in cases where the ships are not empty when fumigated, dead rats under the cargo would cause much inconvenience before the vessels arrived at their destinations, as great difficulty will be experienced in getting the pipes right down underneath the cargo in a full ship in order to effect thorough fumigation and thereby compel the rats to come up on top of the cargo.

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The Committee, however, see no objection to the purchase of a machine provided its use is confined to extinguishing fires on board ships, for which it is eminently suitable, but they question whether such fires are frequently enough to justify the maintenance of the necessary barge and staff. In any case the Committee of this Chamber do not consider that the cost of the apparatus should be met by levying a fee on the vessels in which it is used, unless the desire to make use of it is entirely voluntary and not influenced by threat of quarantine restrictions.

It will be noticed that the Committee acknowledge the usefulness of the Clayton apparatus for fire extinguishing purposes, and are also inclined to view with favour its method of fumigation when applied to ships free of cargo. Probably the Government is already aware that one of the shipping firms already possess a fully equipped Clayton machine and others are likely to follow suit should sufficient use be found for it in this port. It therefore appears desirable that, for the present, the matter had rather be left to private enterprise, and to this course the Committee trust His Excellency the Governor will consent.—I have, etc.,

A. R. LOWE, Secretary.

Honourable F. H. MAY, C.M.G., Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 17th August, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of 15th August in connection with the proposed introduction of a Clayton apparatus for the purpose of disinfecting vessels in this port, and I am to inform you that the views of the Chamber of Commerce conveyed in your letter under acknowledgment have been noted.—I have, &c.,

S. B. C. ROSS, for Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

M

Quarantine Restrictions at Saigon.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 4th June, 1904.

SIR,—I am directed to inquire from you relative to the Government notification here on the 7th inst., that 12 days' quarantine had been imposed on arrivals from Hongkong, whether such regulation at Saigon applies to vessels of whatever nationality.

My Committee are anxious to be assured that similar treatment is accorded in the port of Saigon with regard to quarantine regulations as is accorded in this port to vessels, no matter to what nation they belong, which arrive from other ports declared here as infected with plague.

The favour of any relational information you may be disposed to communicate will be much appreciated by the Committee of this Chamber.—I have, etc.,

A. R. LOWE, Secretary.

J. L. O'CONNELL, Esq., Vice-Consul for Great Britain, Saigon.

BRITISH CONSULATE,
SAIGON, 9th July, 1904.

SIR,—In reply to your letter of the 14th ultimo, I have the honour to inform you that quarantine regulations imposed at this port are similar to all merchant vessels without any distinction of flag.

The imposition of 12 days upon arrivals from your port has been reduced to 48 hours' observation provided ships come with no cargo nor passengers, and it applies to arrivals from Hongkong, Canton, Amoy and Swatow.

As for vessels coming with cargo (with the exception of certain goods prohibited by Sanitary Rules), they undergo 12 days' quarantine, passage included. The entrance of Asiatic passengers is prohibited. Mail steamers enjoy certain privileges of course.

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I presume what made you think that French merchant ships had a more liberal treatment than vessels of other nationality is the case of the French s.s. *Phuyen*, which happened on the 17th ultimo, and consisted of but 48 hours' observation when there had been no notice from the local authorities as to any change in the quarantine restrictions. The same day I approached the local authorities, and was glad to hear that the said steamer merely inaugurated the series of steamers coming under the new clause of 48 hours' observation, which came into force from that date and was since notified.

Changes in the quarantine regulations have been wired by me to your Colonial Secretary as they came along.—I have, etc.,

J. L. O'CONNELL, Vice-Consul.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

N

Metric System of Weights and Measures.

OXFORD COURT, CANNON STREET,
THE DECIMAL ASSOCIATION,
LONDON, E.C., 1st January, 1904.

SIR.—We hope that the Bill for the adoption of the Metric Weights and Measures which Lord BELHAVEN has promised (with the support of Lord KELVIN) to introduce into the House of Lords, will be brought on for debate soon after the assembly of Parliament.

It is probable therefore that you may learn by the cables shortly after the receipt of this, that the first reading of the Bill has been moved.

My Committee hope that every effort will be made at this important period by all who sympathise with the movement, to agitate the question as fully as possible, and to bring as much pressure to bear upon the Colonial Secretary as can be accomplished.

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The principal point to bear in mind is the fact that the people here are very ready just now to listen favourably to the recommendations of our Colonies, and so I hope that means may occur to you of making it known to the Colonial Office that the Colonies desire the reform and of having any such communications brought to the notice of the British people through the Press.—I am, &c.,

E. JOHNSON, Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong, China.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 29th February, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 1st ultimo drawing the attention of this Chamber to the Bill for the adoption of the Metric System of Weights and Measures now before Parliament and pointing out the desirability of an expression of opinion from this Chamber, in favour of the Bill, being forwarded to the Colonial Office.

Your Association will doubtless be glad to learn that in reply to an inquiry from the Hongkong Government in 1902 the Committee unanimously decided to strongly support the proposal for the compulsory adoption of the Metric System of Weights and Measures throughout the Empire and this decision was communicated to the Government here who, it is understood, forwarded it to the Secretary of State for the Colonies in December, 1902. The enclosed copy of correspondence during 1902, which was incorporated in the Chamber's Annual Report and published in the local press, will clearly show you the attitude taken by this Chamber on the subject.—I am, &c.,

A. R. LOWE, Secretary.

E. JOHNSON, Esq., Secretary, Decimal Association, London.

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OXFORD COURT, CANNON STREET,

LONDON, E. C., 1st September, 1904.

SIR,—It is with no small satisfaction that I have to report that the Weights and Measures (Metric System) Bill, promoted by this Association, after amendment in Committee, passed the third reading in the House of Lords, May 17th, when it was sent down to the Commons and read the first time last Session. It is promised good support when an opportunity for debate can be secured.

To impress the Government, with the necessity for providing facilities for the further progress of this measure, it is proposed to obtain an influential, and very widely signed, memorial in support of the Bill.

The passing of the Bill through the Lords was rendered possible by the large number of petitions which were presented by Lord BELHAVEN and STENTON. The petitions from Town, City and County Councils represented a total population of over 8,000,000. Fifty Chambers of Commerce petitioned, 43 Trade Unions (representing 300,000 workers), 60 Teachers Associations, Inspectors of Weights and Measures in 80 districts, 30 Retail Traders Associations and several Chambers of Agriculture.

The preparation, distribution and collection of these petitions involved a heavy outlay and further funds are urgently needed to carry on the work. Provided that a reasonable amount be forthcoming, there is every reason to look for the passing of the Bill.

In this position of affairs, I venture to appeal to the Council of your Chamber for such financial assistance as they may be willing to grant.

It is most difficult to raise money for such an object as this, because it does not appeal to the sentiment of individuals, in the same way for instance as the Navy League, or the British Empire League, and therefore my Committee can only look for financial help from those who sympathise with the movement. Several Members, recognising this difficulty and the importance of having sufficient funds to carry on the

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campaign at this critical juncture, have supplemented their annual subscriptions by contributing to the Parliamentary Campaign Fund, amounts varying from £1 to £10. May I hope for some help from your Chamber.—I have, &c.,

E. JOHNSON, Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

P.S.—Copies of this Bill, as passed by the Lords, can be obtained on application, price 3d. each, including postage.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th November, 1904.

SIR,—I am directed to inform you that your letter of the 1st September last was duly brought to the notice of the Committee of this Chamber and they were pleased to note the progress the Weights and Measures (Metric System) Bill, promoted by your Association, was making in the Home Parliament.

The opinions held by this Chamber were expressed in the Annual Report for 1902 and read as follows :—

“In answer to an inquiry from the Government, emanating from the Secretary of State for the Colonies, a reply was sent that the compulsory adoption of the Metric System of Weights and Measures throughout the Empire had the strong support of this Chamber, and that, as the Metric System was understood and largely in use in this Colony, comparatively little difficulty would be found in adopting such a change in Hongkong.”

To show their practical sympathy with the work done by your Association, I am instructed by the Committee to forward you the enclosed draft for £10, as a Donation to the Parliamentary Campaign Fund of your Association.—I have, &c.,

A. R. LOWE, Secretary.

E. JOHNSON, Esq., Secretary, Decimal Association, Oxford Court, Cannon Street, London, E.C.

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Pilots Ordinance, 1904.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st April, 1904.

SIR,—I have the honour to inform you that the “Pilots Ordinance 1904,” now passing through its preliminary stages in the Legislative Council, has been discussed by the Committee of this Chamber at a recent meeting, and as the Government is well aware from the long correspondence extending back for nearly two years, the objects of the Bill have the full support and sympathy of the Chamber and the shipping interests of this Colony.

It will be remembered that, in paragraph 12 of the Sub-Committee’s report to the Chamber on this subject which was enclosed in my letter to you of 18th June, 1902, it was suggested no limit should be placed on the number of licences issued. The present Bill in Section 2 gives the Harbour Master power to restrict the number of Pilots plying for hire.

Section 7 refers to a schedule of fees which may be demanded by the Pilots for services rendered and which the Governor in Council may vary from time to time.

I am now instructed to inquire whether His Excellency the Officer Administering the Government can see his way to furnish the Chamber with the draft of the regulations dealing with the above mentioned sections in order that the Committee may be in a position to offer their opinion should the proposed number of licences appear to them insufficient or the scale of Pilotage Dues seem too liberal in favour of the men.—I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

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COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th May, 1904.

SIR,—With reference to your letter of the 21st ultimo and previous correspondence, I am directed to transmit to you the enclosed draft of the Regulations proposed to be made under the Pilots Ordinance. I am to add that the Government will be glad to receive the observations of your Chamber thereon at an early date.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 27th May, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 9th instant and the enclosures containing the proposed Regulations to be made under the Pilots Ordinance.

My Committee consider the proposed Rules and Regulations are sufficient to serve the purpose for which they have been drawn up and the only suggestion they desire me to make is that in Rule No. 3 it would be well to add a clause making it obligatory on the part of the Pilot to inform the Captain that the "red flag" must be hoisted when any dangerous goods form part of the cargo.—I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

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No. 3 OF 1904.

An Ordinance to provide for and regulate the
Employment of Pilots.

(LS) F. H. MAY,
Officer Administering the Government.

[29th April, 1904.]

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

1. This Ordinance may be cited as the Pilots' Ordinance, 1904. Short title.

2. The Harbour Master may grant certificates of competency to persons duly qualified and license under his hand Pilots who shall not exceed such number as he may from time to time direct, for the purpose of conducting ships within the waters of the Colony: provided that— Number of Pilots how regulated.

(1.) No person shall be granted a certificate of competency or be licensed as a Pilot unless he has satisfied a Board of Examiners appointed by the Governor that he is capable of performing such duties. Application should be accompanied by a declaration to this effect. Examination and licensing of Pilots.

(2.) Any person acting as a Pilot upon any ship to which he does not belong, without being duly licensed, shall be liable to a penalty not exceeding one hundred dollars for each offence. Penalty upon unlicensed Pilots.

Nothing in this Ordinance shall be held to make the employment of Pilots by masters and owners of ships compulsory. Saving clause.

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Fee for licence. 3. It shall be lawful for the Governor in Council by order published in the Gazette to fix rates of fees to be paid by Pilots for licences under this Ordinance.

Fee for examination. There shall be paid to every member of the Board of Examiners not being a salaried officer of the Colonial Government a fee of five dollars out of the public revenue of the Colony for every examination conducted by him.

Harbour Master may make Rules, &c. 4. The Harbour Master may, subject to the sanction of the Governor, make Rules and Regulations for the proper conduct of Pilots in all matters relating to their duties, including, among other things, matters relating to the distinguishing marks and flags of pilot boats and the means of making themselves known as licensed Pilots to persons in charge of ships entering or leaving the aforesaid waters; and every person infringing any of the Rules and Regulations so made after the same shall have been published in the Gazette shall be liable to have his licence suspended by the Harbour Master for a period not exceeding three months and on conviction before a Magistrate to a penalty not exceeding fifty dollars.

Licensed Pilot to produce licence to his employer. 5.—(1.) Every licensed Pilot when acting in that capacity shall be provided with his licence and shall produce the same to every person by whom he is employed or to whom he offers his services as Pilot.

Penalty for refusing to produce licence. (2.) If a licensed Pilot refuses, on the request of any such person, to exhibit his licence and a copy of pilotage dues authorized under this Ordinance, he shall for each offence be liable on conviction before a Magistrate to a penalty not exceeding fifty dollars and shall be subject to the suspension or cancellation of his licence by the Harbour Master.

Penalty for fraudulent use of licence. (3.) If an unlicensed person for the purpose of making himself appear to be a licensed Pilot uses a licence which he is not entitled to use he shall for each offence be liable on conviction before a Magistrate to a

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penalty not exceeding five hundred dollars or imprisonment with or without hard labour not exceeding six months.

(4.)—(a.) If a licensed Pilot when he is not engaged as Pilot refuses, without reasonable excuse to the satisfaction of a Magistrate, to take charge of a vessel entering or leaving a harbour; Offences by licensed Pilots.

(b.) and if any licensed Pilot when not engaged as Pilot refuses or neglects without reasonable excuse to the satisfaction of a Magistrate to go and take charge of a vessel carrying the signal for a Pilot; or

(c.) acts as a Pilot when in a state of intoxication or is guilty of any violent or disorderly conduct whilst on duty; or

(d.) refuses on the request of the Master to conduct the ship which he is piloting into any water in which he is qualified to conduct the same, except on reasonable ground of danger to the ship; or

(e.) quits the ship of which he has the charge without the consent of the Master, before the service for which he was hired has been performed,

he shall for each offence, in addition to any liability for damages at the suit of the person aggrieved, be liable on conviction before a Magistrate to a penalty not exceeding five hundred dollars or imprisonment with or without hard labour not exceeding six months, and he shall also be liable after such conviction to have his licence cancelled or suspended by the Harbour Master. Penalty.

6. If any licensed Pilot, when in charge of any ship by wilful breach of duty or by neglect of duty or by reason of drunkenness, does any act tending to the immediate loss, destruction or serious damage of such ship or tending immediately to endanger the life or limb of any person on board such ship; or if any licensed Offences by licensed Pilots punishable by Supreme Court.

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Pilot by wilful breach of duty or by neglect of duty, or by reason of drunkenness refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb; the Pilot so offending shall be deemed guilty of a misdemeanour for which on conviction before the Supreme Court he shall be liable to such punishment by fine or imprisonment, with or without hard labour, or both as the Court may direct; and shall also be liable to cancellation or suspension of certificate by the Harbour Master.

Pilotage dues how recoverable.

7. Such sums as may from time to time be directed by order of the Governor in Council may be demanded by licensed Pilots, and shall be recoverable by them before a Magistrate in a summary way, by proceedings against the Master or person in charge of the ship, for the service of which the dues became payable, and on adjudication the sum declared to be due shall be leviable by distraint on the ship, her tackle and furniture. Provided always that it shall be lawful for the Harbour Master to withhold the port clearance of any ship as to which a claim for pilotage dues may be made till such dues are paid.

Pilots demanding higher rates of dues.

8. Any licensed Pilot demanding higher rates of pilotage than those authorized by this Ordinance, shall be liable on conviction before a Magistrate to a penalty not exceeding fifty dollars, and shall also be liable to cancellation or suspension of licence by the Harbour Master.

Claims for damages to Government property.

9. Any Magistrate shall have authority to hear and determine all claims brought against any ship carrying a Pilot for damage done by the ship to any beacon, buoy, harbour mark, mooring, or other Government property. Such claims shall be made by the Harbour Master, by way of complaint in writing setting out the damages, on which the Magistrate may issue a summons requiring the attendance of the persons complained

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against; and, in default of appearance, or in the first instance, if it appears to the Magistrate necessary for any reason to secure the due attendance of the persons complained against, a warrant may be issued to compel their appearance.

10. Nothing in this Ordinance contained shall be held to excuse or indemnify any licensed Pilot for any damage arising from his neglect or incapacity in office. Negligence or incapacity of Pilots.

11. All summary proceedings before a Magistrate under this Ordinance shall be heard before a Magistrate, who may, if he thinks fit, call upon the Harbour Master or Assistant Harbour Master to sit with him as Assessor. Summary proceedings.

12. The word "Ship" as used in this Ordinance shall include every kind of vessel over one hundred tons register tonnage propelled by sail, and steam-vessels of 60 tons and upwards. Interpretation of word "Ship."

13. Nothing in this Ordinance contained shall be held to apply to vessels-of-war or vessels belonging to the Colonial Government. Exemptions.

Passed the Legislative Council of Hongkong, this 19th day of April, 1904.

R. F. JOHNSTON,
Clerk of Councils.

Assented to by His Excellency the Officer Administering the Government, the 29th day of April, 1904.

A. M. THOMSON,
Colonial Secretary.

RULES AND REGULATIONS

BY THE HARBOUR MASTER OF HONGKONG FOR THE PROPER CONDUCT
AND GUIDANCE OF PILOTS, UNDER THE PILOTS' ORDINANCE,
1904, AND APPROVED BY THE OFFICER ADMINISTERING
THE GOVERNMENT ON THE 7TH DAY OF JUNE, 1904.

1. Every Pilot when plying for hire shall display in his boat a white and red (horizontal) flag six feet by four feet, upper half white with letter **P** in blue in the centre.
2. No Pilot will be permitted to go on board any "infected" or "suspected" vessel, as defined by the Quarantine Regulations without having first received a written permission from the Health Officer.
3. Every Pilot on boarding a ship should ascertain from her Master whether he is carrying on board any Dangerous Goods as cargo and if so he is to inform the Master that the ship must be anchored in the Dangerous Goods Anchorage and a red flag displayed.
4. When plying for hire a pilot shall always carry with him his Licence, a copy of the Pilots' Ordinance and Regulations and a copy of the Port Regulations, all or any of which are to be produced when called for by the Master or other person in charge of the vessel boarded.
5. Every Pilot should use his utmost care and diligence to avoid all accident or damage either to the vessel he is piloting or to any other vessel or property of any kind.
6. If any Pilot finds or has reason to suppose that any harbour buoys are out of their proper position or have broken adrift or are injured or missing or if he has noticed anything wrong or defective in any beacon he is to report the same to the Harbour Master without delay.
7. Pilots while in charge of vessels shall on all occasions strictly observe the Regulations for preventing Collision at Sea.

8. Every Pilot taking a vessel outwards shall remain on board until his services are dispensed with by the Master, and every Pilot bringing a vessel in shall remain on board until the vessel has been anchored or moored to the satisfaction of the Master or person in charge.
9. Pilots shall not anchor Merchant Vessels anywhere within the limits of the Man-of-War Anchorage, unless a written permission, from the Harbour Master, to do so, has been previously obtained.
10. Pilots in charge of vessels proceeding into or out of or through the Harbour shall cause the speed of such vessel to be kept as low as is consistent with the most prudent navigation due regard being had to the vessel's own safety.
11. Pilots shall obey all orders or instructions from the Harbour Master, regarding the movements of vessels under their charge within the waters of the Colony.
12. Licences for Pilots are to be renewed annually on the 1st of January.
13. Every applicant for a Pilot's Licence shall produce two copies of a photograph of himself, one to be attached to the Licence and the other to the counterfoil of it. If at any time subsequent to the granting of a Licence, it shall appear to the Harbour Master that the photograph attached thereto fails to accurately represent the holder, he may call upon the said holder to produce two copies of a photograph which shall accurately represent him for attachment to the Licence.

Note :—Pilots infringing any of these Rules and Regulations will render themselves liable to suspension of their Licences at the discretion of the Harbour Master, as well as to the penalties of Fifty dollars, under Section 4 of The Pilots' Ordinance, 1904.

L. BARNES-LAWRENCE,
Harbour Master, &c.

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ORDER MADE BY THE OFFICER ADMINISTERING THE GOVERNMENT IN COUNCIL, UNDER THE PILOTS' ORDINANCE, 1904, THIS 7TH DAY OF JUNE, 1904.

Under section 3:—

Every applicant for a Licence as Pilot shall, upon lodging his application, pay to the Harbour Master a fee for said Licence of	\$30.00
Fee to be paid for renewal of Licence,.....	5.00

Under section 7:—

For pilotage of a Steam ship inside the waters of the Colony, in or out of the Harbour,.....	\$10.00
For pilotage of a Steam ship from or to outside the waters of the Colony, in or out of the Harbour,	15.00
For each time a Steam ship is moved inside the Harbour...	5.00
For pilotage of a Sailing ship not under towage inside the waters of the Colony, in or out of the Harbour,.....	15.00
For pilotage of a Sailing ship not under towage from or to outside the waters of the Colony, in or out of the Harbour,	20.00
For each time a Sailing ship is moved inside the Harbour not under towage,	10.00

Note:—Sailing ships under towage the same scale as for Steamships.

S. B. C. Ross, Clerk of Councils.

COUNCIL CHAMBER, Hongkong.

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Opening of West River Ports.

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG, 6th January, 1904.

SIR,—I would beg to remind you that on Your Excellency's last visit to Hongkong when you were good enough to agree to meet the British Members of the Committee of the Hongkong General Chamber of Commerce the question of opening Nanning in Kwangsi and Kong Moon in Kwangtung was specially discussed.

Your Excellency then expressed sympathy with the views of the Hongkong Chamber of Commerce on this subject, and we were in hopes that before long these two important centres of trade might be added to the list of open Treaty Ports in China.

We are given to understand that so far as Kong Moon is concerned the Chinese Government has raised no difficulty as to the opening of that City, and, indeed, under Article X of the Shanghai Treaty, the port was practically declared open by the ratification of that Treaty, but we believe the delay which has now arisen in actually opening the port to foreign trade is due to the action of the Imperial Maritime Customs. Be this as it may, we would now respectfully urge upon Your Excellency the necessity for having Kong Moon opened to our shipping without further loss of time.

The opening of Nanning stands on a somewhat slightly different footing, as while in time we believe it will become a very important point in our trade with the province of Kwangsi, we consider that the chief necessity which now renders it imperative for Nanning to be opened is the forward policy which certain powers are pursuing in the South of China, not only by developing their inland shipping, but also by their increasing activity in promoting railways and other enterprises.

In this connection the Committee of the Chamber would venture to specially urge that when these two ports are opened whatever the positions selected for the foreign settlements may be, and the ports in

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which vessels will lie and where presumably the Imperial Maritime Customs will be established, in each case the whole of the town and its suburbs will be included in the Treaty Port. We consider it necessary to specially refer to this in order that we may not later on have to make representations as to the lekin free area such as has been recently forced upon us in connection with Canton and the action there of the late Viceroy, who endeavoured to hamper foreign trade in that city by the enforcement of lekin on goods sold in Canton, on the plea that the city proper was outside the lekin free area.

Since we had the honour to meet Your Excellency, considerable progress has been made by other Powers, notably the United States of America and Japan, with regard to their revised Commercial Treaties with China.

Among other changes which those Treaties, when ratified, will effect in our relations with the Chinese Government, we would beg to remind Your Excellency that, under the most favoured nation clause, many of the provisions in Article VIII of the Shanghai (Mackay) Treaty of 1902 become inoperative unless agreed to by all the other Treaty Powers.

In view of the conditions with regard to internal taxation which we understand are to be arranged for under the new Treaties with China now being negotiated by Japan and the United States of America it would appear that there is no probability of Article VIII of the Mackay Treaty being accepted by other Treaty Powers, and therefore that the opening of Waichow is likely to be indefinitely postponed. The Committee of the Hongkong Chamber of Commerce therefore consider it necessary to bring this question specially to the notice of Your Excellency.

As Your Excellency is aware, a very considerable trade direct with Canton, centres in Waichow, and my Committee are strongly of opinion that in the interests of this Colony the early opening of Waichow to

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foreign trade is a matter of pressing necessity. This urgency is intensified when we remember that when Hongkong is linked to Canton by a line of rail, the fact that Waichow is an open port will not only add largely to the trade of this Colony, but will serve as an additional safeguard against competition arising through the development (by improvements in water or railway transit) of possible rival ports in our vicinity, to the detriment of this Colony and to British interests at large.

As is well known, the Waichow district is populous and wealthy, the country is fertile, and if brought into more direct communication will no doubt be rapidly developed, while it may well serve as a producing ground for cattle and agricultural produce generally, required to supply the ever increasing population of this Colony.

A main road from Waichow connects that city with the shores of Mirs Bay, and the opening of the town cannot fail to confer great benefit upon Hongkong.

The importance to the trade of Hongkong which the opening of the above three ports entails must be our excuse for having addressed Your Excellency at such length.—I have, &c.,

EDBERT A. HEWETT, Chairman.

To His Excellency Sir ERNEST SATOW, G.C.M.G., H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary, Peking.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 7th January, 1904.

SIR,—I have the honour to enclose for the information of His Excellency the Officer Administering the Government copy of letter of yesterday's date addressed to His Excellency Sir ERNEST SATOW, G.C.M.G., H.B.M.'s Minister at Peking, drawing attention to the advisability of impressing upon the Chinese Authorities the importance of opening to trade the Ports of Nanning in Kwangsi, Kong-Moon and Waichow in Kwangtung.

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I am to add that the British Members of this Chamber trust that His Excellency the Officer Administering the Government will be able to lend his influence to further the interests of the trade of the Colony by supporting the views laid down in the above mentioned letter.—I have, &c.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 14th January, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 7th instant and to inform you that a copy of the enclosure thereto is about to be sent to the Secretary of State for the Colonies under cover of a despatch in which His Excellency the Officer Administering the Government will recommend the matter to the favourable consideration of His Majesty's Government.—I have, &c.,

A. M. THOMSON, Acting Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

PEKING, 2nd February, 1904.

SIR,—I beg to acknowledge the receipt of your letter of the 6th ultimo respecting the opening of certain ports in South China to foreign trade. With regard to Kongmoon I have to inform you that the British Acting Consul-General is personally visiting that port and on receipt of information from him, I hope to be in a position to take steps in the direction desired by you.

As late as the end of September last it was the opinion of a leading British Shipping firm that the interests of their trade would be best served by the opening of the port being delayed a few months.

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The question of opening Nanning to foreign trade is one which occupied the attention of His Majesty's Legation a few years back, but I believe that since then the fact that the West River has been demonstrated to be unnavigable above Wuchow has largely discounted the prospects of any commercial advantage to be derived therefrom. I will, however, communicate with the Foreign Office on the subject.

I will bear in mind the views of your Committee as regards the opening of Huichow, and I should be glad if you could furnish me with fuller information as to the prospect of trade with it, its accessibility to shipping, etc., in order that I may be prepared to bring the matter forward should an opportunity offer, and should His Majesty's Government approve.—I am, &c.,

ERNEST SATOW.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 5th March, 1904.

SIR,—I am directed to inform you that the port of Kongmoon will be opened to trade on the 7th instant. Mr. FOX is about to proceed thither to transact all necessary preliminary business and will remain there until the arrival of Mr. E. T. C. WERNER, who has been appointed to officiate as Consular Agent for the present.—I have, &c.,

A. M. THOMSON, Acting Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

REPORT BY SECRETARY OF THE CHAMBER ON HIS VISIT TO WAICHOW.

The importance of opening up the East River to foreign trade and the making of Waichow a Treaty Port having become a question of the moment, besides the pleasure to be derived from breaking ground which few white men apart from Missionaries had explored, led myself and two friends to employ our Easter holidays in a journey of exploration from Hongkong to Canton *via* Waichow.

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The original proposal was to take a steam-launch to Sang Cheung, an I. M. Customs Station on the northern shore of Mirs Bay, and walk due North over the 50 miles, said to be the distance as the crow flies to Waichow and to return over the same ground. The launch was engaged and the necessary tinned soups, meats, and liquid refreshments procured.

Queen's Statue Wharf was left at 2.30 p.m. on Thursday, March 31st, and after two rough spells of about half an hour each off Cape Collinson and at the mouth of Mirs Bay, which the passengers safely negotiated without loss of tiffin, Sang Cheung was reached at 6 o'clock. Mr. POTTER, the Customs Officer in charge, found us quarters for the night in his comfortable matshed situated about 150 feet above sea level on the top of the low range of hills skirting the Bay. A short walk along the ridge after dinner under a full moon and cloudless sky enabled us to appreciate the new magnificent manœuvring ground used by the Fleet earlier in the day. British Territory only extends to high water mark on the fine beach at Sang Cheung, but deep water close to the shore at all states of the tide would enable deep draughted vessels to load from or discharge into lighters, with comfort as Mirs Point and more particularly Pengsu Island, 5 miles East of the Station, protects the anchorage. Satau Kok, 12 miles along the sandy beach to the west, was visible and noted as the boundary station on the coast between the New Territory and China. A good road or light railway could be easily and cheaply constructed along the shore to join the two stations, and when the Kowloon-Taipo road is extended to the boundary at Satau Kok a similar light railway could be made to connect. The distance by such a road from Kowloon to Sang Cheung would probably not exceed 35 miles.

All were up shortly after 5 o'clock on Good Friday morning and after hot coffee and biscuits were disposed of and the coolies, kindly engaged by Mr. POTTER, had shouldered the baggage, we started our walk on a good path alongside the stream through the village behind the hill. About a mile from the coast the bed of the small shallow river is formed of harder rock and rises perpendicularly about 30 feet,

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forming in the rainy season an exceedingly fine waterfall 30 to 40 yards wide, and together with the rapids in the pass which extends for a few hundred yards beyond the waterfall is well worth seeing even in the dry season only for its picturesqueness. Hongkongites might turn this place into a picnic ground, as it is easy of access—two launches ferrying across to Hongkong daily carrying the 100,000 Chinese who pass through from the Waichow district annually besides large quantities of foreign opium and general produce.

Through the pass, which is hardly 50 feet above sea level, the path opens out into a wide fertile plain bounded by ranges of hills on three sides. We took a northerly direction and after two hours' pleasant tramp, through well cultivated land growing rice, sugar cane, beans, sweet potatoes, turnips, barley, and various other market produce, stopped at the village of Kin Kai Tu for breakfast in a prettily situated tea house by the side of a stream which we struck later on at the other side of the next range of hills. The road which rose gradually to about 500 feet, wound its way through these hills, and I should say, from the colour of the soil, that there was plenty of iron and limestone waiting to be mined. In an old map dated 1868, I noticed that an iron mine is marked down as existing, but we did not see any trace of workings. Our guide informed us that the district abounded in robbers, and that during last year a band of about 100 armed men had held up traders to some effect, as they stopped the regular traffic for some time. Certainly in one part in particular the road lends itself to such practices, as the hills on each side slope down sharply to the 6-foot wide path which is worn away below its original level by rains and traffic and now forms an alleyway 10 feet deep. However, we met no undesirable gentry, and by the number of passengers walking or riding in chairs carrying produce from one village to another or to the coast for shipment to Hongkong it was evident that confidence in the road had been restored.

Dropping down about 200 feet the road stretched out through Sekan across another but larger plain which extends right away to Waichow. The stream at Sekan was only about a foot deep, but the

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bed was 50 yards wide, and a house-boat 30 feet long lying on the bank showed that at least during some portion of the year the river here is navigable at least by small craft which doubtless come from Waichow. Sekan is a small village 12 miles from the coast, and a broad path across a heath or moor took us direct to Thamsui, about 18 miles further. This broad tableland, some 200 feet above sea level, was only cultivated in the hollows apparently from lack of water, but the grass was close and short. It would provide a magnificent camping out and training ground for troops and would make the cramped golfers of Hongkong envious to know that within 3 hours by launch and an easy bicycle ride of 1½ hours of Hongkong lie many natural links with ranges of mountains in the distance to vary the scenery. A railway line could be laid without the necessity of an embankment as the land is level and too high up to suffer from floods. There are several fair-sized market towns on the streams circling this plain, probably as big as Thamsui, which is a walled town of some 10-20,000 people on the right bank of the stream, now a river (without a name on the maps) 80-100 yards wide but at the end of the dry season only a few feet deep in the winding channel. Timber rafts were being poled which had come from the East River beyond Waichow and were going still further towards Mirs Bay district.

Thamsui was reached at 3.30 p.m., and finding we could charter a half decked flat bottomed boat 50 feet long by 7 feet wide for \$3 as far as Waichow, this course was adopted in preference to carrying baggage, stopping for meals and sleeping in rest-houses, as the land journey would have entailed. The comfort derived from sleeping on board at anchor in mid stream can better be appreciated by mentioning that the mosquitoes did not trouble us at all. Travelling by night prevented so good an idea of the country being obtained, but along the right bank for 10 miles was level ground 20 feet above the water level. Hills bound the left bank and run along the remaining 5 miles on the right bank to Fumui and Yun Fu but the main road crosses to the left bank at Thamsui to cut off the winding made by the river. Neither range was of any great importance, as they seemed to rise direct from the plain and did not interfere

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with the level grade of the road. From Yun Fu on the right bank the land was rich and well cultivated with the usual products, and the last 7 miles before reaching Waichow on the left bank was an extensive dead level grazing ground for water buffaloes and cattle. More natural athletic ground better describes it; in fact the turf is so good and level that it would shame many a Hongkong croquet lawn.

Between Yun Fu and Waichow the river deepened considerably and joined a larger branch of the East River 5 miles from Kwaichow running from East to West.

Waichowfu and Kwaishin are two fine walled prefectural cities both on the Southern side of the East River where it comes down from the North and turns at right angles to flow due West to Canton, and they are separated by the Tamshui stream and Eastern Branch mentioned above. Kwaishin is the more easterly city and little inferior in size to Kwaichow, which contains at least a quarter of a million inhabitants. Good shops are to be found in both, many containing large stocks of European goods from Manchester cottons to Parisian perfumery. We bought up the stock of Bass's Ale and Guinness's Stout, also tinned fruits, curry powder, flour and condensed milk. Unknown brands of Scotch Whisky were noticed and also "3 star" brandy labelled "made in Germany." The inhabitants were friendly and industrious. Matting, farm implements, straw hats, bricks, and wood ware appeared to be the chief manufactures, and the fisheries, passenger traffic, and junk cargo must amount to large figures. An immense quantity of prepared pig manure is distributed from Waichow to the surrounding country for miles round. The two places are joined by a bridge of boats, across which a continual stream of busy people of all classes passed beginning at daylight. We had anchored a mile below the place at 9 o'clock on the Saturday night, and Sunday morning between 6 a.m. and 11 was spent in looking round the two places, allowing an hour for breakfast at 9. The river between the two cities was about 100 yards wide and 10 feet deep. The East River is here half a mile wide, swift, and comparatively shallow. No launches had been able to get up for some time further than Sheklung,

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45 miles lower down, so we re-chartered our boat to take us to the latter place which was reached the following day, Easter Monday, at 10. a.m. On both sides of the river down to Sheklung the land is very well cultivated and level ranges of mountains are seen in the distance, but do not come close to the river. Poklo is a big walled city on the right bank 25 miles down the stream from Kwaichow, and numerous large towns and villages lie close to the river right away down to Canton. Sheklung is much smaller than Waichow or Kwaishin but has good shops containing European goods of all kinds. There are several lime kilns in Sheklung. Matting, straw hats and iron and wood ware seem to be the principal other manufactures. Large quantities of produce are also brought into the market from the surrounding country. At least one passenger launch makes the journey to and from Canton each day and two miles lower down on to Whampoa there were dozens plying for hire and towing passenger junks, etc. We hired a launch to tow our boat the 50 miles to Canton, reaching the side of the "Kinshan" on Monday evening at 9 o'clock. Every few miles down the river from Waichow guard boats containing 15 soldiers and cannon are stationed, and at night junks and passenger boats anchor close by for safety. The gongs sound every five minutes and are repeated by the guard boats on each side. In my opinion Waichow and Kwaishin should be both opened as one Treaty Port, as trouble would certainly follow if only one was opened. Poklo, Sheklung, and Tungkon, all large cities on the river between Waichow and the Canton River, might also be opened with advantage to Chinese and foreign trade alike.

The East River is wide but very shallow. It probably would hardly pay to dredge and canalise it as far up as Waichow to enable moderate draught steamers to ply all the year round. The land on both sides is practically level and the construction of a railway on an embankment would present no engineering difficulties and little bridge work. A line 50 to 60 miles long from Waichow to Mirs Bay could be constructed at an extremely low cost and would be practically certain to pay from the opening date. Passengers as stated above pass through Sang U Cheung to the number of 100,000 per annum, and farm produce, timber, iron

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ore and limestone would find their way to Hongkong in large quantities. Similarly European goods could be more easily and quickly carried inland to Waichow for distribution. Such a line would be much more cheaply constructed than the direct Kowloon-Canton projected railway, and would tap a rich country without having serious competition in the shape of water borne traffic.



Zone Time.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 29th June, 1904.

SIR,—I am directed to forward for the information of your Committee a Memorandum by Mr. TYLER, the Coast Inspector of the Imperial Maritime Customs, on the desirability of adopting Zone time in this Colony.

I also transmit a copy of a report by the Harbour Master on the subject and to state that the Officer Administering the Government would be glad to be informed of the views of your Committee in this matter.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

MEMORANDUM ON THE DESIRABILITY OF HONGKONG

ADOPTING ZONE TIME.

Quietly and without any public notification a standard time has been adopted in the Eastern part of China, and is now in use from Newchwang and Swatow, up the Yangtse as far as Hankow, and at Wei-hai-wei and Tsingtau.

In addition Zone time is in use in Japan and in the Philippine Islands.

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A great and important progressive movement has thus been inaugurated in the Far East.

Introduced now, when railway development in China is in its infancy none of the usual inconveniences connected with the initiation of its introduction are felt.

Put off until different railway systems were running, with traffic tables adjusted to local time, the difficulties in the way of obtaining the necessary co-operation for its introduction would be immense.

Now in the future expansion of this system a check exists. Zone time is in use as far South as Swatow. But at Canton and the West River Ports it has not yet been introduced owing to the interdependence of these places with Hongkong—it is seen that considerable inconvenience would occur were an attempt made to establish a standard time in this part of China except it was done in co-operation with Hongkong and Macao.

Until these ports agree to the adoption of Zone time an obstacle exists in the way of the further expansion of the system in China.

This check has more than a local effect. For until the Western limit, on the coast, of the 8-hour Zone is decided on (and it is possible that Hoihow and Pakhoi, though strictly outside the Zone, may for practical purposes be included) it is unadvisable to take any steps towards establishing a boundary North and South between the 8 and 7-hour Zone.—I have, &c.,

W. FERD. TYLER, Coast Inspector.

Canton, 22nd June, 1904.

Harbour Master's Minute.

So far as Hongkong is concerned such a change would, so far as I can see, be of no advantage. We should, I take it, benefit Canton if she is dependent upon us for making a change due to her railway

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expansion: it seems to me purely a matter for China. In our own consideration we are essentially a shipping port and Zone time is not popular with navigators. On the whole I should say that the change should not be contemplated without more reason than is at present apparent. It might be made the subject of an interchange of an opinion with Macao and also our Chamber of Commerce. My own view is that there would seem to be no necessity for the change.—I have, &c.,

L. B. L., Harbour Master.

27th June, 1904.

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG, 11th August, 1904.

SIR,—I have the honour to acknowledge the receipt of your confidential communication dated 29th June last (No. 5015/04 C. S. O.) relative to the question of instituting Zone time in this Colony.

The Committee have given this matter serious attention and they are unable to see any reasonable grounds for disputing the proposition as put forward by Mr. W. FERD. TYLER, Coast Inspector of the Imperial Maritime Customs, in his Memorandum on the subject which forms the enclosure to your letter. From the minute of the Honourable the Harbour Master it would appear that no advantage to Hongkong would be gained by the change at present, and, at first sight, the Committee were rather inclined to hold similar views, but further consideration convinced them that the inauguration here of 8-hour Zone time would not only cause no inconvenience but would prove rather an advantage than otherwise. On the other hand, great inconvenience will result, not only to China but to the Colony, if the change is not made before Hongkong is linked with the various railway systems now extending over China.

Local time being in force here, the only change necessary would be to put clocks on 23 minutes, or thereabouts, on the appointed day. A slight advantage would be gained by the business community through

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the fact of the working day starting earlier and closing correspondingly sooner than now, thereby giving 23 minutes more daylight after the usual closing hour of 5 o'clock as at present. The Committee are unable to find any likelihood of complaint from the navigators using the port, and indeed they are of opinion that they would welcome the change for the reason that it would simplify their calculations. It is plainly much easier for them to deduct 8 hours from the observed time of the falling ball of the local Observatory than, as at present, the regulation figures representing hours, minutes, seconds and decimals of seconds in order to ascertain the errors of their chronometers. This may not appear to be a great advantage, but it is the sum total of such small matters which secure the safety of navigation, and the elimination of a possible source of error should not be passed over lightly.

That Zone time has been successfully introduced by the Imperial Maritime Customs in the ports of China north of Hongkong, and even up the Yangtse as far as Hankow, without exciting adverse criticism and practically without reference in the local papers is a great achievement and augurs well for its easy adoption in Hongkong. It does not therefore seem desirable that this British Colony should withhold its support to a scheme which practically sets in motion Greenwich time throughout the Chinese Empire.

As His Excellency is aware, Zone time is not a new idea. It has been found necessary to adopt it in countries such as Canada, Australia and United States of America which have great trans-continental lines of railway, as it was found impossible to properly regulate the branch line connections unless some easily calculated system of hour or $\frac{1}{2}$ hourly zones divided these countries. The Philippine Islands have also adopted 8-hour Zone time as proposed for Hongkong.

In view of the great extension of railways in the Empire of China which will undoubtedly take place in the near future it is obvious that some such system as Zone time will presently become imperative. My Committee therefore endorse the view expressed by the Chinese Imperial

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Maritime Customs Officials that this change should be made now rather than at a later date when the various railways are completed.

The fact that these systems are being developed by so many different syndicates embracing so many different national interests adds weight to the request that the change in official time should be made before, rather than after, the railways are completed.

From its geographical position China lends itself very readily to a Zone system of 7 hours in the Western portion and 8 hours in the Eastern.

The 8 hours Zone East of Greenwich would be between $112\frac{1}{2}$ to $127\frac{1}{2}$ therefore the Eight-hour Zone could well be made to embrace the whole of China eastward of say Hankow on the Yangtse, and Canton on the Chukiang. Thus not only would the main railway systems in China be worked on the official time of 8 hours East of Greenwich but also all the treaty ports at which the main coasting and river trade is conducted, as well as those ports at which Ocean-going vessels call.

The nature of the Yangtse and West Rivers is such that steamers proceeding up river beyond Hankow and Canton respectively have to be especially constructed for the purpose and therefore will not have to run from the Eastern into the Western Zone time.

The question as to the time to be adopted at the two Western Treaty Ports, viz., Pakhoi and Hoihow, is a matter of comparatively small importance to the trade of this Colony, and might well be left to the decision of the Imperial Maritime Customs.

The Committee of this Chamber are unable to endorse the statement made that Zone time is unpopular with navigators; so far as their information goes this is certainly not the case, rather the reverse, as it involves no alteration of time between ports.

It might be of interest were I to add that the Foreign Telegraph Companies have already adopted a universal official time in their stations in China and Hongkong.

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The Harbour Master suggests that the Macao Government should be consulted and doubtless they would like to be. My Committee have little hesitation in thinking that they will readily see advantages in agreeing to the change, more particularly as the owners of the projected Macao-Canton Railway will be anxious to take advantage of any scheme which will tend to render easy the connection of their Railway with the trunk lines running into Canton.

In conclusion I am to point out that as the only argument to be brought against the scheme is that it is a change from the existing order of things and as the advantages in favour of its adoption by Hongkong are very real, the Committee trust His Excellency the Governor will readily give his consent to the proposed change of time being officially adopted in the Colony.—I have, &c.,

A. R. LOWE, Secretary.

Honourable F. H. MAY, C.M.G., Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 24th August, 1904.

SIR,—I am directed to thank you for your full and interesting letter of the 11th instant on the subject of Zone time and to inform you that His Excellency the Governor, who is in favour of adopting Zone time for Hongkong, has addressed the Governor of Macao and the Secretary of State on the subject.—I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 27th September, 1904.

SIR,—With reference to my letter of the 24th August, I am directed to inform you that the Secretary of State for the Colonies has approved of the adoption of the time of 120° East Longitude for Hongkong and

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that the Governor of Macao has stated that the adoption of the same time for that Colony would not be inconvenient.

2. I am now to inquire whether the Committee of the Chamber of Commerce have any suggestion to make as to the date upon which the time of Hongkong should be advanced by the 23 minutes and 18 seconds necessary to effect the change.—I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 11th October, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of 27th ultimo (No. 7748,04 C.O.D.) notifying this Chamber that the proposal to adopt Zone time has been approved of by the Secretary of State for the Colonies and I am requested to thank you for your courtesy in asking the opinion of my Committee as to the date when the change in time should be made in this Colony.

The Committee desired me to suggest that the 1st January next appeared to them a convenient date on which to advance the local time, but should His Excellency the Governor prefer to make the change at an earlier date there would be no objection to this course being adopted as it does not appear necessary to give any long notice of the contemplated change.—I have, &c.,

A. R. LOWE, Secretary.

Honourable F. H. MAY, C.M.G., Colonial Secretary.

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COLONIAL SECRETARY'S OFFICE,
HONGKONG, 14th October, 1904.

SIR,—I am directed to acknowledge your letter of 11th October and in reply I am to inform you that as no advantage would appear to be gained by waiting, His Excellency has ordered that this Colony shall adopt the time of 120° East Longitude on and from Sunday the 30th October.

A notification to this effect will appear in the newspapers and Government Gazette.—I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

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Kowloon-Canton Railway.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 19th May, 1904.

SIR,—I beg to inform you that at the annual meeting of the Hongkong Chamber of Commerce held on the 27th ultimo, special reference was made to the projected railway from Canton to Hongkong and the wish was then expressed by the Members present that the incoming Committee should take up the question with a view, if possible, to accelerating the construction of this important line.

You have possibly seen in the local press a report of the meeting, a copy of which I now beg to enclose for convenience of reference.

The reasons for urging the prompt construction of the line are so well known to the Government that I will not here enlarge upon them.

The whole question has been carefully considered by the Members of the Committee, who have decided to address H. B. M.'s Minister at Peking on the subject, and I beg to enclose a copy of the letter now being despatched to Sir ERNEST SATOW.

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The Committee have reason to believe that His Excellency the Officer Administering the Government has had the matter under consideration and feel confident therefore that they can rely upon his fullest and heartiest support in urging forward the early construction of this line, on which the continued prosperity of Hongkong so vitally depends.

We are given to understand that one reason, if not the chief one, why the concessionaires have hitherto failed to develop this important concession received from the Chinese Government upwards of five years ago, has been the difficulty in inducing more investors to place their money in what (owing to engineering and other difficulties) is presumably looked upon as a somewhat doubtful undertaking.

That the line if so constructed as to pass through the old established trading centres of the district will prove from the first to be remunerative we here on the spot firmly believe, but it is quite conceivable that a contrary opinion prevails among the investing public in England. We therefore venture to urge that in order to prevent further loss of time the necessary authority be obtained for the Hongkong Government to guarantee for a term of years the interest on the capital required to construct that portion of the line which will be inside British Territory, the estimated cost being half a million sterling.

Failing the raising of the necessary capital by any other means, we would suggest that the line should be constructed by the local Government, as is not infrequently done in other Colonies where railways are found necessary for the development of those territories.

With regard to that portion of the line extending from the British frontier to Canton, this being outside the jurisdiction of the Colony, it is presumably impossible for the Hongkong Government to take action. We are therefore of opinion that in view of the urgency of the matter and the imperative necessity which exists for ensuring that the ocean terminus at the Southern end of the trunk line which before long will traverse the entire length of the Great Empire of China be situated in

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the Colony of Hongkong, that H. M.'s Government be approached with a view to granting a guarantee, also for a term of years, to the investors in this line.

Here again we believe that it will be proved, once the line is in full working order, that a dividend bearing basis will be promptly arrived at.

With such facilities as above suggested, there should be no further delay or hesitation on the part of the existing Concessionaires to proceed at once to the completion of their arrangements and the commencement of the construction of the line. The Committee are of opinion that the Concessionaires should be given twelve months in which to actually start work on the Railway and, if at the end of this period a start has not been made, they consider opportunity should then be afforded for other negotiations to be put in train with a view to ensuring the early construction of the railway.

The Committee understand that more than one alternative route for the line has been proposed, of which one is from Kowloon, *via* Taipo, to Sheklung and thence north of the East River to Canton, another from Kowloon following the line of the sea westward to Castle Peak Bay, then *via* Deep Bay, Taiping, and Tung Kun to Sheklung. It is possible that the relative advantages of still other routes may have to be considered.

The Committee are not in a position at the moment to express any opinion as to the most desirable route to be followed, as in their opinion the actual route the railway is to take is a question of secondary importance.

The Committee entirely agree with the views expressed at the recent meeting of this Chamber as to the vital importance attaching to the speedy construction of the projected Canton-Kowloon railway both in the interests of this Colony and of British trade generally.

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We cannot without the greatest alarm contemplate the possibility of the sea terminus of the main line through China being made outside British Territory, and we are therefore addressing the Government on the subject in the belief that we can confidently count upon His Excellency's support in bringing the matter to a successful issue.—I have, &c.,

EDBERT A. HEWETT, Chairman.

Honourable A. M. THOMSON, Colonial Secretary.

Hongkong General Chamber of Commerce,
Hongkong, 19th May, 1904.

Sir,—In view of the progress now being made with the Hankow to Canton Railway, and other lines in South China, Your Excellency is no doubt aware that during the past few months public attention has again been directed towards the projected Canton to Kowloon Railway, a concession for which was obtained from the Imperial Chinese Government so long ago as the Spring of 1899.

While it has from the first been admitted by all those concerned in the welfare of this Colony that it is imperative Hongkong should be the sea terminus for the main trunk line which will before many years are past bisect China from Peking to Canton, it was not till recently felt that the need for this line to Hongkong was so pressing that it was necessary to suggest any public influence being brought to bear upon the concessionaires with a view to hastening the construction of the line.

The progress which has been made with the main line has, however, changed all this, and it is now, in the opinion of this Chamber, desirable for public influence to make itself felt in the interests of the Colony.

At the annual meeting of the Hongkong Chamber of Commerce, held on the 27th ultimo, the importance of this question was very strongly insisted upon, and the Committee of the Chamber were requested to deal with the matter as one of urgency.

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For Your Excellency's information, I beg to enclose copy of the report of the proceedings of the meeting as published in the local press.

The Committee are given to understand that Your Excellency has personally taken considerable interest in the projected railway and in this belief are emboldened to address you on the subject.

The reasons for the construction of this railway are so well understood that it would appear to be almost superfluous to recapitulate them, but we would especially urge upon Your Excellency the fact that while it is clearly to the advantage of British trade generally that Hongkong should be in direct railway connection with the main trunk lines of China, a very serious and probably irreparable blow will be dealt to the welfare of this Colony were Canton first connected by rail with the sea at any other point than through Hongkong.

There are, we consider, several places outside British territory at which a terminus could be established, and we have only too good reason to fear that some of England's numerous commercial rivals may not be disinclined to use their influence in striking a blow at our prosperity.

Unfortunately the Committee have not before them the text of the agreement made with the Imperial Chinese Government for the construction of a railway from Chinese Kowloon (as it was then) to Canton and are in some doubt therefore as to the exact terms of this agreement. We understand, however, that there are certain limitations imposed upon the Concessionaires and that unless these are complied with the concession can be cancelled.

The Committee give all credit to the endeavours made by the Concessionaries to raise the necessary funds required for the construction of the line, which we understand are estimated at one and half million pounds sterling, and are prepared to believe that the difficulties in the way have been of such a nature as to preclude the possibility of the necessary sum being obtained on the home market.

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Under these circumstances, we would most strongly urge that representations be made to the Foreign Office with a view to securing the guarantee of the Imperial Government on the capital required, and trust that in view of the importance to British trade in China which the construction of the Railway implies, Your Excellency will find it possible to endorse our request and submit the matter for the consideration of His Majesty's Government.

I would add that with regard to that section of the line which lies inside British territory the Committee are addressing H. E. the Officer Administering the Government suggesting that a similar guarantee should be given by the Colony for the interest required on the British section of the line, or that the railway should be constructed by the Colony.

It is estimated that the line through Hongkong territory will cost in round figures about half a million pounds sterling, one million being required to complete the line to Canton.

So far as it is possible to obtain statistics of the trade of the district through which the projected line will pass it would appear that a large trade in produce and manufactured articles even now exists, while judging from the effects of railway enterprises already carried out in China and other parts of Eastern Asia we believe we are justified in stating that once the line is in working order an enormous increase will take place in the trade and in the passenger traffic, with the result that the line should prove a thoroughly sound business undertaking and the risk to the guarantors would be practically nil.

If it is possible to obtain such Government guarantee we believe that the present Concessionaires should have no difficulty in promptly completing their negotiations and commencing the construction of the line at an early date. The Committee are of opinion that the Concessionaires should be given twelve months in which to actually start work on the railway and if at the termination of this period a start has not

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been made they consider that in the interests of this Colony and of British trade generally, opportunity should be then afforded for other negotiations to be put in train.

In conclusion, I trust I may be permitted to express the hope that Your Excellency's influence will be employed in furthering the early construction of the Canton-Kowloon Railway, upon which enterprise the continued prosperity of this Colony and of British trade in South China so vitally depends.—I have, &c.,

EDBERT A. HEWETT, Chairman.

His Excellency Sir Ernest Satow, H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary, Peking.

COLONIAL SECRETARY'S OFFICE,
HONGKONG 30th May, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of the 19th instant on the subject of the projected railway from Kowloon to Canton and in reply to state for the information of your Chamber that His Excellency is fully alive to the importance of the various considerations urged, with regard to which he is in communication with the Secretary of State.

I am to assure you that no efforts are being spared by His Excellency to assist in bringing about as speedily as possible the realisation of the object in view.

A copy of your letter and its enclosures was forwarded to the Secretary of State by the mail of the 21st instant.—I have, &c.,

A. M. THOMSON, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

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BRITISH LEGATION,
PEKING, May 31st, 1904.

SIR,—I beg to acknowledge the receipt of your letter of May 19th, on the subject of the Kowloon-Canton Railway.

I have read with much interest the report of the Annual Meeting of the Hongkong General Chamber of Commerce and I agree with their anxiety in regard to the delay in constructing the railway.

I will not fail to take an opportunity of bringing their views to the notice of His Majesty's Government.—I am, &c.,

ERNEST SATOW.

The Chairman of the HONGKONG GENERAL CHAMBER OF COMMERCE.

S

Quarantine Restrictions at Newchwang.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 25th July, 1904.

SIR,—I am directed to transmit for your information the enclosed copy of a letter from His Britannic Majesty's Consul at Newchwang, declaring Hongkong and other places to be infected ports.—I have, &c.,

M. J. DRAYSON, for Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

H. M. Consulate,
Newchwang, 13th July, 1904.

Sir,—I have the honour to inform you that the ports of Canton, Hongkong, Swatow, Amoy and Foochow have been declared infected, and that vessels arriving here from those ports after the 14th instant

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will be liable to quarantine for ten days counting from the date of departure, after which they will be admitted to pratique unless a suspicious case occurs on board.—I have, &c.,

H. A. LITTLE, Consul.

The Honourable the Colonial Secretary, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th August, 1904.

SIR,—I have the honour to inform you that your letter of the 25th ultimo (No. 5950-04-C.S.O.) enclosing copy of notification from H. M. Consul for Newchwang declaring the ports of Canton, Hongkong, Swatow, Amoy and Foochow infected with plague, thereby subjecting vessels arriving at Newchwang from those ports to ten days' quarantine counting from the day of the departure, has been considered by my Committee, who appreciate the courtesy of the Government in affording them this information.

In reply I am directed to ask you to be good enough to inform this Chamber under what authority Mr. Consul LITTLE agreed to the issue of the notice in question, having regard to the fact that Newchwang is a Chinese Treaty Port.

The sweeping nature and heavy penalty imposed on arrivals as compared with those enforced at other ports north of Hongkong seems to my Committee to call for vigorous protest from the Government in order that, if possible, less arduous restrictions may be substituted. In any case such a protest will perhaps lead to the authorities exercising more discrimination in dealing with a similar matter in the near future.

The Committee cannot but view with increasing uneasiness the attitude which the neighbouring Governments appear to be adopting towards Hongkong. The principle of "giving a dog a bad name" and then hanging him seems to have been universally accepted, and on the

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slightest pretext quarantine regulations are being enforced against Hongkong which, my Committee consider, are not in all cases justified. These, if allowed to continue without due protest, will in the end seriously affect the prosperity of the Colony.

In making this request the Committee do not for one moment wish it to be understood that they desire to ignore existing conditions, but they cannot but fear that undue restrictions are at times enforced against Hongkong. In the interest of the Colony generally the Committee therefore feel they are justified in asking for protest to be made on this occasion.—I have, &c.,

A. R. LOWE, Secretary.

Honourable F. H. MAY, C.M.G., Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 16th August, 1904.

SIR,—With reference to your letter of the 13th August, in connection with the imposition of sanitary restrictions on this Colony by the Newchwang authorities, I am directed to inform you that I have addressed the Consul on the subject and pointed out the serious disadvantages which would accrue to the Colony by the unnecessary imposition of such restrictions.—I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 12th September, 1904.

SIR,—With reference to your letter of 13th August, in connection with the declaration of sanitary restrictions against this port by the authorities of Newchwang, I am directed to inform you that I addressed

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the British Consul at the latter port on the question of the imposition of such restrictions and the authority by whom they were imposed and I forward the enclosed copy of his reply for the information of your Committee.—I have, &c.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

H. M. Consulate,

Newchwang, 29th August, 1904.

Sir,—In reply to your despatch of the 16th instant, I have the honour to state that under Regulations drawn up in 1900 and approved by the Diplomatic Representatives at Peking of the Powers concerned, authority to make Quarantine Regulations was vested in the Intendant of Circuit (Taotai) and the Consular Body. On the Russian occupation in that year the authority of the Taotai was transferred to the Russian Civil Administrator, who has now given way to a Japanese Military Administrator.

The sanitary restrictions imposed in July last were in reality made by the Russian Military Authorities, although the Consular Body was consulted and assented, or at least made no objection, it being considered that the fact of the port being in belligerent territory gave them full powers in the matter.

As to the grounds on which the restrictions were imposed all the ports mentioned in my despatch were declared infected on the strength of a similar declaration made by the Authorities at Shanghai.—I have, &c.,

H. A. LITTLE, Consul.

The Honourable The Colonial Secretary, Hongkong.

T

Piece Goods Contracts.

HONGKONG, 18th January, 1904.

DEAR SIR,—With reference to the practice which appears to prevail amongst piece goods merchants here of inserting, in many cases, the time of arrival of the goods in their contracts with Chinese as "soonest possible" or some similar wording; and the decision of Mr. Justice WISE this morning in the above case that, notwithstanding these words, the Chinese were entitled to cancel the contract if it could be shown that there was such a delay in shipping the goods by the manufacturers at home as amounted, in the opinion of the Court, to unreasonable delay (in the present instance about 2 months); we would point out that it is advisable that the use of the words quoted above be discontinued, and that the words "as soon as we receive them" be inserted in the contracts instead, or else a stipulation be inserted that the merchant shall not be responsible for delays by the manufacturers at home.—Yours faithfully,

DEACON, LOOKER & DEACON.

A. R. LOWE, Esq., Secretary, CHAMBER OF COMMERCE, Hongkong.

U

Misuse of Chops by Compradores.

HONGKONG, 5th March, 1904.

DEAR SIR,—Instances have occurred for some time past of misuse by Compradores in European employ of chops bearing the firm's Chinese characters, which chops are understood to be used only in connection with the firm's business. As this may lead to serious trouble and possible heavy loss to foreign firms, who by reason of their dealings with native hongcs, are under the almost absolute necessity of employing compradores in such business, we would ask you to bring this matter before your Committee, so that we may elicit their opinion as to the responsibility foreign firms are under in this connection. If firms allowing the use of such chops to compradores are to be held liable for these

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chops and or signatures, it leaves the door open to indefinite speculation on the part of the compradores and their staffs, at the risk of the firm, and no practicable security could be given large enough to guard against such risk. As far as we can learn no case has come up in Court to test this matter, which is one of serious moment, and the sooner it is decided the better for the trade generally.

We have no wish to cast any reflection on compradores as a class, for they are undoubtedly able and respectable men, but as a rule their office system might be improved, and less licence given to subordinates in the use of chops, and even the best of compradores ought not to have too much latitude.—We are, &c.,

ALEX. ROSS & CO.

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th March, 1904.

DEAR SIRs,—I am directed to acknowledge the receipt of your letter of the 5th instant on the subject of the liability which foreign firms in this Colony are under through the misuse of their Compradore's Chinese Chops bearing the Firm name.

The Committee have given the subject matter of the letter their attention and they desire me to point out that the Chamber is not competent to give a legal opinion which alone would settle the question of liability.

It will doubtless be of some satisfaction to you to learn that the Members of the Committee considered that contracts between Chinese Hongs and Foreign Firms are not binding on the Firm unless signed by them, and that the mere chopping of a contract by the Compradore with the Firm's Chinese Chop is not sufficient to render the Firm liable under it.—I have, etc.,

A. R. LOWE, Secretary.

Messrs. ALEX. ROSS & Co.

V

Sugar Convention.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 6th February, 1904.

SIR,—I am directed to acknowledge the receipt of your letter of 6th instant expressing the hope that my Committee will furnish the Government with their remarks on the accompanying drafts of the proposed Ordinance, Order in Council and Regulations which have been drawn up to give effect to the recent International Sugar Convention.

After carefully examining the draft Ordinance and Order in Council the Committee of this Chamber do not see that any objection against them can be raised by the Importers or Exporters of sugar in this Colony and their remarks are therefore chiefly confined to the schedule of regulations accompanying the said Order.

Regulation I.—It is suggested that the words "may be forfeited" be substituted for "shall be forfeited" as circumstances might arise where sugar is brought into the Colony without proper evidence of origin being available at the time and the alteration now put forward would enable the Government to deal with each case on its own merits.

Regulations III & IV require certain certificates to accompany the sugar imported, and I am to inquire whether the Government is aware that all the countries exporting sugar into this Colony have appointed their own "Fiscal Authority" and if not whose certifications will be accepted by the Fiscal Authority here. It is suggested that provision should be made in the regulations to allow of the certificate of the British Consul at the port of exportation being deemed sufficient in such cases, and that where sugar is imported from Chinese or Formosan Ports in which the British Consular service is not represented, and the local Fiscal Authority non-existent, that the certificate of the shippers be allowed to suffice.

Regulation VII.—The word "only" might be inserted after "the Argentine Republic may" and the words at the end of the clause "but not otherwise" deleted.

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Regulation VIII.—The Committee gather that only sugar imported from Denmark, Russia and the Argentine Republic are being legislated against at the moment, and that the intention of the Government is not to place in bond sugar in transit coming from countries amenable to the Convention. If this assumption is correct the clause should be altered to read as follows:—

“Sugar raw or refined from Denmark, Russia or the Argentine Republic merely in transit, etc.”

Regulation VIII a.—I am to state that in the opinion of the Committee it should not be necessary to require an authority and certificate from the Government to export sugar from the Colony unless such sugar originated from a prohibited State named in Regulation VII or is required for export to a State which is a party to the Convention. If the only object be to preserve a record—for statistical purposes—a clause may be added requiring all exporters to make a periodical return to the Fiscal Authority of their total exports of sugar. It is desirable to avoid as much as possible any hindrance to the free movement of exports to China especially (the chief market for Hongkong sugar) such as would be entailed by the obligation to obtain permits.

Regulation VIII b.—The Committee express the hope that the fees under this section will be made as low as possible and certainly not more than \$1.00.

With reference to the suggestions conveyed in my letter of the 31st October last, it would appear that the Government have not provided in the Bill for a clause incorporating paragraph “d” reading as follows:—

“(d) Duty on raw cane or beet sugar to be refunded on re-export from the Colony either in the form of Raw or Refined sugar.”

With regard to the above proposal my Committee believe that no great difficulty need be experienced in drawing up a scale showing how much refined sugar can be produced by the various grades of raw material imported into Hongkong for manufacture locally.

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In this connection it may not be out of place to here remark that probably less than 1% of the total output of the Hongkong refineries is consumed in this Colony.

The Committee accordingly consider it would be advisable to provide for the contingency of sugar from the penalised States being used in the sugar factories of this Colony in order that a refund of tax may be claimed on the export of the re-manufactured article.

I am further to point out that no clause has been inserted in the Bill dealing with Japanese sugar imported into Hongkong. At present no such imports are made here, but free Hongkong manufactured sugar is penalised on importation into Japan to the extent of about \$1 per picul with the result that the market there is now practically closed to Hongkong refiners. The Committee deem it unlikely that the mere representation of this injurious effect on Hongkong sugars to the Japanese Government would have any effect, but if provision is made in the Bill as already suggested it would unmistakably be apparent to Japan that retaliatory means were available for meeting a possible invasion of this market.

I enclose for your information copy of letter addressed to the Consul for Japan in reference to his letter of the 16th instant published in the “*Daily Press*” of the 19th idem, and also his reply to same.—I have, etc.,

A. R. LOWE, Secretary.

Hon. A. M. THOMSON, Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 8th March, 1904.

SIR,—With reference to your letter of the 6th ultimo, I am directed to transmit for the information of your Committee the enclosed copy of the Regulations therein referred to, which have been revised and in

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some respects amended. It is proposed to issue these Regulations as soon as the draft bill has become law.—I have, etc.,

A. M. THOMSON, Acting Colonial Secretary.

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

REGULATIONS.

REGULATION I.

All sugar (other than molasses and sugar sweetened products) imported or brought into the Colony from any place outside the same shall be accompanied by such evidence of origin as hereinafter required; and all sugar imported or brought into the Colony not accompanied by such evidence may be forfeited and may be disposed of as the Superintendent of Imports and Exports may direct.

REGULATION II.

The evidence of origin required shall be as follows, that is to say:—

All sugar (other than molasses and sugar sweetened products) shall be accompanied by a certificate of origin indicating (a) the kind and quantity of the sugar; (b) the kind, number and marks of the packages; (c) the country of production, of origin, or of manufacture, and the country of destination of the goods; (d) the mode of carriage by land or water.

REGULATION III.

The certificate must where possible be signed, and issued, by the fiscal authority having jurisdiction in the country of production, of despatch or of transformation, such fiscal authority being duly empowered for that purpose by the Government of the State. Where there is no such fiscal authority the certificate may be signed and issued by a British Consular Officer in the country of production, of despatch, or of transformation; and where there is no such Consular Officer a

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certificate signed by the shipper or other person may be accepted if the Superintendent of Imports and Exports shall on enquiry be satisfied that the statements made therein are true.

REGULATION IV.

When the country of origin of any sugar the subject of a certificate is a State not party to the Convention the certificate must, in addition to the particulars required above, state that the goods are derived from a factory which does not work sugar coming from either Russia, Denmark or the Argentine Republic.

REGULATION V.

No certificate is to be deemed valid after the expiry of twelve calendar months from the date of its issue, or such less time (if any) as may be mentioned in the certificate by the authority issuing the same.

REGULATION VI.

Inasmuch as it is possible that sugar may occasionally reach Hongkong before the arrival of the certificates of origin relating to the same and it would be inconvenient and expensive to importers if such sugar were not delivered from customs charge until the arrival of the certificates it shall be competent for the Superintendent of Imports and Exports upon application in the form in Appendix A to authorise the delivery of such sugar on the security of a deposit of such amount or of a bond in such penalty as he may think fit for the due production of the necessary certificates within a prescribed period provided that he sees no reason for suspecting that the sugar emanates from a prohibited country.

REGULATION VII.

Pending a final decision of the Permanent Commission, sugar from Denmark, Russia and the Argentine Republic may be imported or brought into the Colony upon payment to the Superintendent of Imports and Exports of a special duty per hundredweight calculated at the rate of countervailing duty fixed by the United States of America but not

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otherwise. Sugar imported or brought into this Colony in contravention of the foregoing Order in Council or of these Regulations shall be forfeited and may be disposed of as the Superintendent of Imports and Exports shall direct.

REGULATION VIII.

Sugar raw or refined from Denmark, Russia or the Argentine Republic merely in transit through the Colony may be bonded in godowns set apart or licensed by the Superintendent of Imports and Exports for that purpose. Upon application in the form in Appendix B giving the particulars therein required, the Superintendent of Imports and Exports shall furnish a permit in the form in Appendix C authorising the sugar to be landed and stored in bond and upon application in the form in Appendix D the Superintendent of Imports and Exports shall furnish a permit in the form in Appendix E to export such sugar.

Sugar bonded may not be removed from the bond without the written permission of the Superintendent of Imports and Exports. Upon application in the form in Appendix F the Superintendent of Imports and Exports shall furnish a permit in the form in Appendix G.

REGULATION IX.

Whenever any such sugar is exported from any port in the Colony the Superintendent of Imports and Exports shall on demand if satisfied as to the country of origin, production or manufacture of such sugar and as to the other required particulars issue to the exporter a certificate of origin indicating the following particulars:—

- (a) the kind and quantity of sugar :
- (b) the kind, number and mark of the packages :
- (c) the country of production or origin and if the sugar is in a manufactured state the country of manufacture :
- (d) the mode of carriage.

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REGULATION X.

There shall be paid to the Superintendent of Imports and Exports for every permit and for every certificate of origin granted under these regulations a fee of \$1.00.

REGULATION XI.

Every person who contravenes any of the provisions of the foregoing Order in Council or of any of these Regulations shall be liable on summary conviction before a Magistrate to a penalty not exceeding five hundred dollars.

REGULATION XII.

Where a contravention of any of the provisions of the foregoing Order in Council or of any of the foregoing Regulations is committed by a company or corporation the secretary or manager thereof for the time being shall be liable for such contravention and to the consequences thereof.

No. 14 OF 1904.

An Ordinance to give effect to Article VIII of the Brussels Sugar Convention, 1902.



M. NATHAN,
Governor.

[31st October, 1904.]

WHEREAS on the 5th March, 1902, a Convention between His Majesty the King and divers Foreign Powers was entered into at Brussels in relation to sugar; and whereas pursuant to the said Convention a permanent commission (referred to in this Ordinance as the Permanent Commission) has been established to watch the execution of the provisions of the said Convention; and whereas it is desired to give effect in this Colony to Article VIII of the said Convention; and

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whereas for that purpose it is expedient to prohibit the importation of all bounty-fed sugar :

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 Sugar Convention Ordinance, 1904.

Prohibition of import of bounty-fed sugar.

2. When it has been reported by the Permanent Commission and notified in the Gazette that any direct or indirect bounty on the production or export of sugar is granted in any foreign country, no sugar from such foreign country shall be imported into the Colony. Any person importing into the Colony sugar from such foreign country shall be guilty of a breach of this Ordinance.

Power of Governor-in-Council to make regulations.

3. It shall be lawful for the Governor-in-Council, from time to time as he shall think fit, to make, revoke and vary regulations for the purposes of this Ordinance, and in particular for the purpose of requiring that the origin of all sugar imported into the Colony shall be proved by such certificate or other evidence as the said regulations shall provide. The said regulations shall be published in the Gazette, and shall thereupon become as valid as if inserted in this Ordinance.

Penalties.

4. Any person committing a breach of this Ordinance, or of any regulation made thereunder, shall, on summary conviction before a Magistrate, be liable to a fine not exceeding five hundred dollars, and to the forfeiture of any article in respect of which such breach is committed.

Passed the Legislative Council of Hongkong, this 27th day of October, 1904.

S. B. C. ROSS,
Clerk of Councils.

Assented to by His Excellency the Governor, the 31st day of October, 1904.

F. H. MAY,
Colonial Secretary.

V

REGULATIONS

Made by the Governor in Council, under the Sugar Convention Ordinance, 1904, section 3, this 17th day of November, 1904.

1. No sugar shall be imported into the Colony except at the Port of Victoria, and the Master of every vessel having on board as cargo any sugar shall on arrival forthwith furnish to the Harbour Master a manifest of such sugar.

2. All sugar imported or brought into the Colony shall be accompanied by the following evidence of origin :—A certificate indicating (a.) the kind and quantity of the sugar ; (b.) the kind, number, and marks of the packages ; and (c.) the country of origin.

3. The said certificate shall where possible be signed and issued by the Fiscal Authority having jurisdiction in the country of origin or of despatch, such Fiscal Authority being duly empowered for that purpose by his Government. Where there is no such Fiscal Authority the said certificate may be signed and issued by a British Consular Officer in the country of origin or of despatch.

4. Inasmuch as it is possible that sugar may occasionally reach Hongkong before the arrival of the certificates of origin relating to the same, and it would be inconvenient and expensive to importers if such sugar were not delivered until the arrival of the said certificates, it shall be competent for the Superintendent of Imports and Exports to issue a permit for the delivery of such sugar on the security of a deposit of such amount, or of a bond in such penalty, as he may think fit for the due production of the said certificates within a prescribed period, provided that he sees no reason for suspecting that the sugar emanates from a prohibited country.

5. Whenever any sugar is exported from the Colony the Superintendent of Imports and Exports shall on demand, if satisfied as to the

V

country of origin of such sugar, issue to the exporter a certificate indicating (a.) the kind and quantity of the sugar; (b.) the kind, number and marks of the packages; and (c.) the country of origin.

6. There shall be paid to the Superintendent of Imports and Exports for every permit and for every certificate of origin granted under these Regulations a fee of \$5.

7. Where a breach of the Ordinance or of any of these Regulations is committed by a company or corporation, the Secretary or Manager thereof for the time being shall be liable for such contravention and to the consequences thereof.

8. The word "sugar" in these Regulations shall not include molasses or sugar-sweetened products.

S. B. C. ROSS,
Clerk of Councils.

Council Chamber, Hongkong.

W

Registration of Chinese Partnerships.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 17th October, 1904.

DEAR SIR,—The question of the Registration of Chinese Partnerships is now engaging the attention of the Committee of this Chamber but so far it does not appear likely that any practical scheme can be evolved to cope with the difficulty arising from the difference between English and Chinese Law without prejudicing the flow of capital from China into the business life of this Colony.

Some years ago this matter was the subject of correspondence between your Chamber and mine, and I am requested by the Committee to inquire whether there is a possibility of result arising from any

W

representations you may have made to your Government or whether your Committee consider the question indefinitely shelved by reason of the difficulties in the way of reform.

I shall be greatly obliged if you can favour me by return mail with any printed matter relating to the subject now at your disposal leaving any expression of opinion which your Committee may desire to make to a later date if necessary.—I have, etc.,

A. R. LOWE, Secretary.

The Secretary, CHAMBER OF COMMERCE, Singapore.

CHAMBER OF COMMERCE,
SINGAPORE, 2nd November, 1904.

DEAR SIR,—I have to acknowledge the receipt of your letter of 17th ultimo on the question of Registration of Chinese Partnerships and note that it is now engaging the attention of your Committee but that so far it does not appear likely that any practical scheme can be evolved in Hongkong to cope with the difficulty arising from the difference between English and Chinese Law without prejudicing the flow of capital from China into the business life of your Colony.

2. The only correspondence in which the Chamber has taken part—since that forwarded you on 5th January, 1901—appears from the Annual Reports for 1901, 1902 (of which you have already received copies) and this year from the enclosed copy letter from Government dated 5th and the Chamber's reply thereto dated 21st ultimo.

3. We will not fail to inform you of any further steps that may be taken by the Government or the Chamber in this important direction.—I have, etc.,

ALEX. GUNN, Secretary.

W

(Enclosure.)

Colonial Secretary's Office,
Singapore, 5th October, 1904.

Sir,—With reference to previous correspondence ending with your letter of the 29th November, 1901, on the subject of legislation for the Registration of Chinese Partnerships, I am directed by the Governor to enquire if the Chamber of Commerce desires to move further in the matter.—I have, etc.,

E. L. BROCKMAN, for Colonial Secretary, Straits Settlements.

The Secretary, Chamber of Commerce, Singapore.

Chamber of Commerce,

Singapore, 21st October, 1904.

Sir,—I have the honour to acknowledge the receipt of your letter of 5th instant, stating that you are directed by His Excellency the Governor to enquire if the Chamber desires to move further in the matter of Registration of Partnerships.

2. Your letter has been carefully considered by my Committee, and I am instructed to state that the majority consider Registration desirable, but that they find it impossible to say whether the general body of the Members of the Chamber would favour Registration until they see the form in which the Government propose to give effect to the measure.—I have, etc.,

ALEX GUNN, Secretary.

The Hon. The Colonial Secretary, Straits Settlements.

X

Imbecile Bill.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 27th October, 1904.

SIR,—With reference to the letter addressed by Mr. POLLOCK, K.C., to the Colonial Secretary on 23rd December last, in connection with the Imbecile Persons Introduction Ordinance, 1903, it will doubtless be within your memory that Mr. POLLOCK stated that having had a conference with the members of the Committee of the Chamber of Commerce, he fully endorsed the opinion which had been arrived at by your Committee that such legislation was not necessary and further urged that if the bill were proceeded with certain amendments should be made.

One of the amendments suggested by Mr. POLLOCK was that the Chinese should be excluded from the operation of the bill and to effect this he proposed that the words "to Chinese nor" should appear after the word "apply" in the first line of clause 4 of the Bill.

The Bill was however passed without this amendment but it has recently been considered desirable to make certain alterations in this Ordinance and referring to the view expressed by Mr. POLLOCK as the mouthpiece of your Committee the words "nor to natives of the Colony nor to persons of Chinese nationality etc." have by direction of the Governor been inserted at the end of Section 4 thus excluding Chinese from the operation of the Ordinance.

The amending Ordinance was read a second time this afternoon and was considered in the Committee of the Council, but the third reading was opposed by the Hon. R. SHEWAN on account of the insertion of the words "nor to persons of Chinese nationality".

In these circumstances I am to enquire what the present wishes of your Committee are on the subject of the exclusion of Chinese from the operation of the Bill.

X

I am to add that the third reading of this Bill will be held over until this Government is informed on the point.—I have, etc.,

F. H. MAY, Colonial Secretary.

The Secretary, CHAMBER OF COMMERCE, Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 3rd November, 1904.

SIR,—I have the honour to acknowledge the receipt of your letter (No. 6862/04/C. O. D.) dated 27th ultimo, with reference to the attitude of this Chamber to the Imbecile Persons Introduction Ordinance, 1903.

In reply I am directed to inform you that during the latter end of 1903 the "Imbecile Bill" was fully discussed by a Sub-Committee and afterwards by the General Committee, and the representative of this Chamber on the Legislative Council at that time (Mr. H. E. POLLOCK, K.C.) was instructed to urge upon the Government certain modifications in the Bill then before the Council.

Amongst other proposals Mr. POLLOCK was asked to obtain the inclusion of a clause excluding Chinese from the operation of the Bill for reasons which were fully discussed, and with your letter under reply before them, my Committee desire me to state that they have not modified their views on the subject.—I have, etc.,

A. R. LOWE, Secretary.

Hon. F. H. MAY, C.M.G., Colonial Secretary.

X

No. 15 OF 1904.

An Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903.

(L.S.)

M. NATHAN,
Governor.

[5th November, 1904.]

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

1. This Ordinance may be cited as the Imbecile Persons Introduction (Amendment) Ordinance, 1904, and shall be read and construed as one with the Imbecile Persons Introduction Ordinance, 1903, hereinafter called the principal Ordinance. Short title and construction.

2. Section 4 of the principal Ordinance shall be amended by the addition of the following words at the end thereof:— Amendment of Section 4 of the principal Ordinance.

“nor to natives of the Colony, nor to persons of Chinese nationality, nor to persons deported from China under the provisions of the China and Japan Order in Council, 1865.”

Passed the Legislative Council of Hongkong, this 3rd day of November, 1904.

S. B. C. ROSS,
Clerk of Councils.

Assented to by His Excellency the Governor the 5th day of November, 1904.

F. H. MAY,
Colonial Secretary.

FORTNIGHTLY
CURRENT QUOTATIONS
FOR THE YEAR 1904.

FORTNIGHTLY CURRENT EXCHANGE AND

QUOTATIONS.	On London Bank, 4 months' sight.	Telegraphic Transfer.	Private Credits, 4 months' sight.	Documentary, 4 months' sight.
Fortnight ending 1st January,....	1/9 ³ / ₁₆	1/8 ⁷ / ₈	1/9 ⁵ / ₁₆	1/9 ⁷ / ₁₆
Do. do. 15th January,....	1/10 ⁹ / ₁₆	1/10 ¹ / ₄	1/10 ¹¹ / ₁₆	1/10 ¹³ / ₁₆
Do. do. 29th January,....	1/9 ¹⁵ / ₁₆	1/9 ⁵ / ₈	1/10 ¹ / ₁₆	1/10 ³ / ₁₆
Do. do. 12th February, .	1/11 ⁷ / ₁₆	1/11 ¹ / ₈	1/11 ⁵ / ₈	1/11 ³ / ₄
Do. do. 26th February, .	1/10 ⁹ / ₁₆	1/10 ¹ / ₄	1/10 ³ / ₄	1/10 ⁷ / ₈
Do. do. 11th March,	1/10 ⁷ / ₁₆	1/10 ¹ / ₈	1/10 ³ / ₈	1/10 ³ / ₄
Do. do. 25th March,	1/9 ⁹ / ₁₆	1/10	1/10	1/10 ¹ / ₈
Do. do. 8th April,	1/9 ¹ / ₁₆	1/8 ³ / ₄	1/9 ³ / ₁₆	1/9 ⁵ / ₁₆
Do. do. 22nd April,.....	1/9 ¹ / ₂	1/9 ¹ / ₄	1/9 ⁵ / ₈	1/9 ³ / ₄
Do. do. 6th May,.....	1/9 ⁵ / ₈	1/9 ³ / ₈	1/9 ³ / ₄	1/9 ⁷ / ₈
Do. do. 20th May,	1/9 ³ / ₄	1/9 ¹ / ₂	1/9 ⁷ / ₈	1/10
Do. do. 3rd June,	1/9 ¹³ / ₁₆	1/9 ⁹ / ₁₆	1/9 ¹⁵ / ₁₆	1/10 ¹ / ₁₆
Do. do. 17th June,	1/10	1/9 ³ / ₄	1/10 ¹ / ₈	1/10 ¹ / ₄
Do. do. 1st July,.....	1/9 ¹⁵ / ₁₆	1/9 ¹⁵ / ₁₆	1/10 ⁵ / ₁₆	1/10 ⁷ / ₁₆
Do. do. 15th July,	1/10 ⁵ / ₁₆	1/10 ¹ / ₁₆	1/10 ⁷ / ₁₆	1/10 ⁹ / ₁₆
Do. do. 29th July,	1/10 ⁷ / ₁₆	1/10 ³ / ₁₆	1/10 ⁹ / ₁₆	1/10 ¹¹ / ₁₆
Do. do. 12th August, ...	1/10 ¹ / ₄	1/10	1/10 ³ / ₈	1/10 ¹ / ₂
Do. do. 26th August, ...	1/9 ¹³ / ₁₆	1/9 ⁹ / ₁₆	1/9 ¹⁵ / ₁₆	1/10 ¹ / ₁₆
Do. do. 9th September, ..	1/9 ¹⁵ / ₁₆	1/9 ¹¹ / ₁₆	1/10 ¹ / ₁₆	1/10 ³ / ₁₆
Do. do. 23rd September,	1/10 ¹ / ₄	1/10	1/10 ³ / ₈	1/10 ¹ / ₂
Do. do. 7th October,	1/10 ³ / ₁₆	1/10 ¹⁵ / ₁₆	1/10 ⁵ / ₁₆	1/10 ⁷ / ₁₆
Do. do. 21st October, ...	1/10 ⁵ / ₁₆	1/10 ¹ / ₁₆	1/10 ⁷ / ₁₆	1/10 ⁹ / ₁₆
Do. do. 4th November, .	1/10 ⁷ / ₁₆	1/10 ³ / ₁₆	1/10 ⁹ / ₁₆	1/10 ¹¹ / ₁₆
Do. do. 18th November,	1/10 ¹³ / ₁₆	1/10 ⁹ / ₁₆	1/10 ¹⁵ / ₁₆	1/11 ¹ / ₁₆
Do. do. 2nd December, .	1/11	1/10 ³ / ₄	1/11 ¹ / ₈	1/11 ¹ / ₄
Do. do. 16th December,	1/11 ⁵ / ₁₆	1/11 ¹ / ₁₆	1/11 ⁷ / ₁₆	1/11 ⁹ / ₁₆
Do. do. 30th December,	1/11 ³ / ₄	1/11 ¹ / ₂	1/11 ⁷ / ₈	2/-

BULLION QUOTATIONS DURING THE YEAR 1904.

On France, 4 months' sight.	On Bombay, Demand.	On Calcutta, Demand.	Bar Silver.	Sycee.	Clean Mexican Dollars.	Gold Bars, 98 touch.	Gold Leaf, 100 touch.
						<i>p. tael.</i> \$ c.	<i>p. tael.</i> \$ c.
Fcs. 2.22 ¹ / ₂	Rs 129 ¹ / ₄	Rs 129 ¹ / ₄	11 ¹ / ₈ % pm.	9 ⁵ / ₈ % pm.	5 % pm.	58.40	60.40
Fcs. 2.37	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	11 ¹ / ₄ "	10 "	3 ¹ / ₈ "	55.00	57.00
Fcs. 2.30 ¹ / ₂	Rs 133 ³ / ₄	Rs 133 ³ / ₄	11 ⁵ / ₈ "	10 ³ / ₈ "	3 ¹ / ₈ "	56.50	58.50
Fcs. 2.48	Rs 143	Rs 143	11 ³ / ₄ "	10 ¹ / ₂ "	3 ¹ / ₈ "	53.40	55.40
Fcs. 2.38	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	26 ¹ / ₁₆ "	10 ⁷ / ₈ "	2 ⁷ / ₈ "	55.80	57.80
Fcs. 2.37	Rs 137 ³ / ₄	Rs 137 ³ / ₄	26 ⁷ / ₁₆ "	10 "	2 "	55.10	57.10
Fcs. 2.50 ¹ / ₂	Rs 134	Rs 134	25 ¹ / ₁₆ "	10 "	2 ¹ / ₄ "	56.30	58.30
Fcs. 2.22	Rs 129 ¹ / ₄	Rs 129 ¹ / ₄	25 ¹ / ₁₆ "	10 "	1 "	58.80	60.90
Fcs. 2.26 ¹ / ₂	Rs 132 ¹ / ₄	Rs 132 ¹ / ₄	24 ¹ / ₁₆ "	9 ³ / ₄ "	1 ³ / ₈ "	56.80	58.80
Fcs. 2.28	Rs 133 ¹ / ₄	Rs 133 ¹ / ₄	25 ¹ / ₄ "	9 ⁷ / ₈ "	2 ¹ / ₄ "	56.50	58.50
Fcs. 2.29	Rs 134	Rs 134	25 ⁹ / ₁₆ "	9 ⁷ / ₈ "	2 ³ / ₄ "	56.30	58.30
Fcs. 2.29 ¹ / ₂	Rs 134 ³ / ₄	Rs 134 ³ / ₄	25 ⁷ / ₁₆ "	9 ⁷ / ₈ "	3 "	56.00	58.00
Fcs. 2.32 ¹ / ₂	Rs 136	Rs 136	25 ⁵ / ₈ "	10 "	3 ³ / ₈ "	55.40	57.40
Fcs. 2.34	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	26 ¹ / ₈ "	9 ⁷ / ₈ "	3 "	55.00	55.00
Fcs. 2.35 ¹ / ₂	Rs 138 ¹ / ₄	Rs 138 ¹ / ₄	26 ⁵ / ₈ "	10 "	3 "	54.80	56.80
Fcs. 2.37	Rs 138 ³ / ₄	Rs 138 ³ / ₄	26 ⁷ / ₈ "	10 "	2 ³ / ₄ "	54.60	56.60
Fcs. 2.35	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	26 ¹ / ₁₆ "	10 "	3 "	55.20	57.20
Fcs. 2.30 ¹ / ₂	Rs 134 ³ / ₄	Rs 134 ³ / ₄	26 ⁵ / ₁₆ "	10 "	3 "	56.40	58.40
Fcs. 2.31 ¹ / ₂	Rs 135 ¹ / ₂	Rs 135 ¹ / ₂	26 ³ / ₁₆ "	10 ¹ / ₈ "	3 ¹ / ₈ "	55.80	57.80
Fcs. 2.35	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	26 ⁷ / ₁₆ "	10 ¹ / ₈ "	3 ¹ / ₂ "	55.20	57.20
Fcs. 2.33 ¹ / ₂	Rs 136 ¹ / ₄	Rs 138 ¹ / ₄	26 ⁹ / ₁₆ "	10 ¹ / ₈ "	3 ¹ / ₈ "	55.40	57.40
Fcs. 2.34 ¹ / ₂	Rs 137 ¹ / ₂	Rs 137 ¹ / ₂	26 ¹ / ₁₆ "	10 ³ / ₈ "	3 ¹ / ₄ "	54.70	56.70
Fcs. 2.36	Rs 137 ³ / ₄	Rs 137 ³ / ₄	25 ¹ / ₁₆ "	10 ³ / ₈ "	4 ¹ / ₄ "	54.40	56.40
Fcs. 2.40	Rs 140 ¹ / ₄	Rs 140 ¹ / ₄	26 ⁷ / ₈ "	10 ³ / ₈ "	4 ³ / ₈ "	53.40	55.40
Fcs. 2.42 ¹ / ₂	Rs 141 ¹ / ₂	Rs 141 ¹ / ₂	27 ³ / ₈ "	10 ³ / ₄ "	5 ⁵ / ₈ "	53.00	55.00
Fcs. 2.45 ¹ / ₂	Rs 143 ¹ / ₂	Rs 143 ¹ / ₂	27 ¹ / ₁₆ "	10 ⁵ / ₈ "	3 ¹ / ₄ "	52.50	54.50
Fcs. 2.50 ¹ / ₂	Rs 146 ¹ / ₄	Rs 146 ¹ / ₄	28 ¹ / ₂ "	10 ⁵ / ₈ "	2 ¹ / ₂ "	51.40	53.40

TABLE SHOWING THE HIGHEST AND LOWEST

Prices of Bar Silver in London,

Rates of Exchange in Hongkong, and Bank of England Rates of Discount, for the years 1877 to 1904.

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 $\frac{3}{4}$	3 $\frac{9}{16}$	5	2
1878	55 $\frac{1}{4}$	49 $\frac{1}{2}$	3 $\frac{11}{16}$	3 $\frac{5}{8}$	6	2
1879	53 $\frac{1}{6}$	48 $\frac{1}{4}$	4 $\frac{1}{16}$	3 $\frac{5}{16}$	5	2
1880	52 $\frac{1}{8}$	51 $\frac{1}{8}$	4 $\frac{0}{16}$	3 $\frac{7}{16}$	3	2 $\frac{1}{2}$
1881	53	50 $\frac{1}{8}$	3 $\frac{9}{16}$	3 $\frac{7}{8}$	5	2 $\frac{1}{2}$
1882	52 $\frac{1}{2}$	50	3 $\frac{9}{16}$	3 $\frac{6}{8}$	6	3
1883	51 $\frac{1}{16}$	50 $\frac{1}{16}$	3 $\frac{8}{16}$	3 $\frac{7}{8}$	5	3
1884	51 $\frac{1}{16}$	49 $\frac{1}{2}$	3 $\frac{8}{16}$	3 $\frac{6}{16}$	5	2
1885	50	46 $\frac{1}{2}$	3 $\frac{7}{8}$	3 $\frac{3}{4}$	5	2
1886	47	42	3 $\frac{4}{16}$	2 $\frac{11}{16}$	5	2
1887	47 $\frac{1}{8}$	43 $\frac{1}{4}$	3 $\frac{4}{16}$	3 $\frac{0}{16}$	5	2
1888	44 $\frac{1}{16}$	41 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{11}{16}$	5	2
1889	44 $\frac{1}{16}$	41 $\frac{1}{2}$	3 $\frac{2}{16}$	2 $\frac{11}{16}$	6	2 $\frac{1}{2}$
1890	54 $\frac{1}{16}$	43 $\frac{1}{2}$	3 $\frac{10}{16}$	3 $\frac{0}{16}$	6	3
1891	48	43 $\frac{1}{2}$	3 $\frac{5}{8}$	3 $\frac{0}{16}$	5	2 $\frac{1}{2}$
1892	43 $\frac{1}{4}$	37 $\frac{1}{2}$	3 $\frac{0}{16}$	2 $\frac{8}{16}$	3 $\frac{1}{2}$	2
1893	38 $\frac{1}{16}$	30 $\frac{1}{2}$	2 $\frac{8}{16}$	2 $\frac{2}{8}$	5	2 $\frac{1}{2}$
1894	31 $\frac{1}{16}$	27	2 $\frac{3}{16}$	1 $\frac{11}{16}$	3	2
1895	31 $\frac{5}{16}$	27 $\frac{3}{16}$	2 $\frac{2}{16}$	1 $\frac{11}{16}$	2	2
1896	31 $\frac{9}{16}$	29 $\frac{3}{16}$	2 $\frac{2}{16}$	2 $\frac{1}{16}$	4	2
1897	29 $\frac{1}{16}$	23 $\frac{6}{8}$	2 $\frac{1}{16}$	1 $\frac{9}{16}$	4	2
1898	28 $\frac{3}{8}$	25	1 $\frac{11}{16}$	1 $\frac{9}{16}$	4	2 $\frac{1}{2}$
1899	29	26 $\frac{5}{8}$	1 $\frac{11}{16}$	1 $\frac{10}{16}$	6	3
1900	30 $\frac{1}{8}$	27	2 $\frac{1}{16}$	1 $\frac{11}{16}$	6	3
1901	29 $\frac{9}{16}$	25	2 $\frac{1}{16}$	1 $\frac{9}{16}$	6	3
1902	26	21 $\frac{1}{16}$	1 $\frac{10}{16}$	1 $\frac{6}{16}$	4	3
1903	28 $\frac{1}{2}$	21 $\frac{1}{16}$	1 $\frac{10}{16}$	1 $\frac{6}{16}$	4	2 $\frac{7}{8}$
1904	28 $\frac{9}{16}$	24 $\frac{7}{16}$	1 $\frac{11}{16}$	1 $\frac{8}{8}$	4	3

THE HARBOUR MASTER'S REPORT.

HARBOUR DEPARTMENT,
HONGKONG, 23rd March, 1905.

SIR,—I have the honour to forward the Annual Report for this Department for the year ending 31st December, 1904.

SHIPPING.

1. The total Tonnage entering and clearing during the year 1904, exclusive of Steam Launches in Local Trade, amounted to 24,754,042 tons, being an increase, compared with 1903, of 714,180 tons, and the highest tonnage yet recorded.

There were 58,093 arrivals of 12,388,892 tons, and 58,099 departures of 12,365,150 tons.

Of British Ocean vessels, 2,162 ships of 3,862,802 tons, entered, and 2,156 ships of 3,845,932 tons cleared.

Of British River Steamers, 2,937 ships of 2,849,896 tons entered and 2,935 ships of 2,847,464 tons cleared.

Of Foreign Ocean Vessels, 1,845 ships of 2,679,908 tons entered and 1,851 ships of 2,670,939 tons cleared.

Of Foreign River Steamers, 517 ships of 235,144 tons entered and 519 ships of 235,227 tons cleared.

Of Steam Launches in Foreign Trade 1,027, of 52,892 tons entered and 1,027 of 52,892 tons cleared.

Of Junks in Foreign Trade, 18,100 of 1,524,874 tons entered and 18,151 of 1,547,396 tons cleared.

Of Junks in Local Trade, 31,505 of 1,183,376 tons entered and 31,460 of 1,165,300 tons cleared.

Thus:—

British Ocean Tonnage represented,	31.2%
Foreign " " " "	21.3%
British River " " " "	23.1%
Foreign " " " "	1.9%
Steam Launches in Foreign trade .....	.5%
Junks " " " "	12.5%
" " " " Local " "	9.5%
	<hr/>
	100.0%

2. 7,435 Steamers, 26 Sailing vessels, 1,027 Steam Launches, and 18,100 Junks in Foreign Trade, entering during the year, giving a daily average of 70, as against 68 in 1903.

For vessels of European construction, exclusive of Steam Launches, the daily average was 20.36 against 19.9 in 1903.

3. A comparison between the years 1903 and 1904 is given in the following Table:—

Comparative Shipping Return for the Years 1903 and 1904.

	1903.		1904.		Increase.		Decrease.	
	Ships	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
British,	8,449	11,250,296	10,190	13,406,094	1,741	2,155,798	...	...
Foreign,	6,040	7,768,115	4,732	5,821,218	...	...	1,308	1,946,897
Junks in Foreign Trade,	31,766	2,698,459	36,251	3,072,270	4,485	373,811	...	...
Total,	46,255	21,716,870	51,173	22,299,582	6,226	2,529,609	1,308	1,946,897
Junks in Local Trade,	58,215	2,136,514	62,965	2,348,676	4,750	212,162	...	...
Grand Total,	101,470	23,853,384	114,138	24,648,258	10,976	2,741,771	1,308	1,946,897
NET,					9,668	794,874	...	...

* Including 17,210 Conservancy and Dust Boats of 637,052 tons.

† Including 32,424 Conservancy and Dust Boats of 1,176,625 tons.

For vessels under the British Flag, this Table shows an increase of 1,741 ships of 2,155,798 tons, of which 1,389 Ships of 1,225,498 tons are River Steamers. The remainder, 352 ships of 930,300 tons, are a net increase in British Ocean vessels, due to a large influx of Colliers and other Tramp Steamers in ballast, attracted to the Far East by the War.

The increase in River Steamers is due to the fact that 10 new vessels started to ply during the year.

In vessels under Foreign flags, there is a decrease of 1,308 ships of 1,946,897 tons, of which 159 ships are River Steamers. The River Steamer tonnage, however, shows an increase of 36,008 tons, giving a net decrease in Foreign Ocean shipping of 1,149 ships of 1,910,889 tons.

This decrease is due to:—

- (i) The disappearance of all Russians and almost all Japanese ships from the run since the war began.
- (ii) A large number of small German and Norwegian vessels being transferred to the Japanese Coast Trade.
- (iii) A considerable decrease in numbers (but increase in tonnage) of vessels under U.S.A. colours.

The decrease in numbers of Foreign River Steamers is due to the smaller number of individual vessels plying, while the increased tonnage is accounted for by the larger size of those left.

5. The actual number of ships of European construction (exclusive of River Steamers and Steam Launches) entering during 1904 was 885, being 509 British, and 376 Foreign.

These 885 ships entered 4,007 times, and gave a total tonnage of 6,543,710 tons. Thus, compared with 1903, 144 more ships entered 12 times less, and with a total tonnage decreased by 466,471 tons.

STEAMERS.

Flag.	Ships.		No. of Times entered.		Total Tonnage.	
	1903.	1904.	1903.	1904.	1903.	1904.
British,	331	498	1,982	2,151	3,368,788	3,843,355
Austrian,	15	13	42	32	106,944	102,349
Belgian, .....	...	1	...	1	...	2,047
Chinese,	14	15	172	180	222,164	241,085
Danish,	8	4	27	13	48,676	26,817
Dutch,	11	9	21	44	34,575	84,379
French,	42	36	262	238	246,837	234,977
German,	126	147	937	861	1,345,567	1,268,835
Italian,	3	6	12	20	32,732	38,212
Japanese,	69	30	467	51	1,017,263	114,951
Norwegian,	51	60	318	253	319,685	276,211
Portuguese,	1	4	30	53	7,110	12,167
Russian,	9	5	19	5	30,781	14,578
Spanish, .....	...	2	...	2	...	6,017
Swedish,	4	4	31	12	26,093	8,582
United States,	24	24	61	64	200,706	232,857
No Flag,	1	1	2	1	1,260	2,500
Total,	709	859	4,383	3,981	7,009,181	6,509,919

SAILING VESSELS.

Flag.	Ships.		No. of Times entered.		Total Tonnage.	
	1903.	1904.	1903.	1904.	1903.	1904.
British,	13	11	14	11	27,525	19,447
Dutch, .....	...	1	...	1	...	84
French,	4	2	4	2	7,194	3,444
German,	1	1	1	1	2,045	47
Italian, .....	...	2	...	2	...	994
Japanese,	1	...	1	...	120	...
Norwegian,	1	2	1	2	1,498	3,651
Sarawak,	1	1	4	2	2,676	1,338
Swedish,	1	...	1	...	1,271	...
United States,	9	4	9	4	11,177	2,867
No Flag,	1	1	1	1	1,498	919
Total,	32	25	36	26	55,004	32,791

6. The 509 British vessels carried 3,786 British Officers and 51 Foreign Officers, as follows:—

British,	3,786
Dutch,	2
Norwegian,	2
United States,	45
French,	1
Swedish,	1
Total,	3,837

Thus, the proportion of Foreign Officers in British ships was 1.07 per cent. comprising five nationalities. An increase of 0.18 per cent., with an increase of ships.

The 376 Foreign ships carried 2,764 Officers, of which 183 were British, borne as follows:—

In Chinese Ships,	98
„ United States,	18
„ Japanese,	60
„ French,	3
„ Belgian,	4
Total,	183

The proportion of British Officers in Foreign ships was, therefore, 6.62 per cent., distributed among five nationalities. A decrease of 2.68 per cent. with a decrease of ships.

CREWS.

<i>In British Vessels.</i>	<i>In Foreign Vessels.</i>
17.8% were British.	1.8% were British.
1.9% „ Other European.	26.9% „ Other European.
81.2% „ Asiatic.	71.3% „ Asiatic.

This shows a slight increase of British and Other European in British vessels and Other European in Foreign vessels, with a slight falling off in the proportion of Asiatic.

TRADE.

7. Once more it is necessary to call attention to the want of accuracy in the returns under this heading. There being no Custom House in the Colony, it is impossible for accurate returns to be compiled, but the information given by the Officers and Agents of ships might with advantage be of a fuller and more detailed description. It is true that I am empowered to call for copies of manifests of cargo imported, but, so long as the favourite and comprehensive term “Case of Merchandise” continues to be employed, such manifest will not help us much, while to deal with the various weights and measures of the cases, &c., as entered in the manifests, would require a very much larger staff than we now possess. As it is, the returns are compiled by the Assistant Harbour Master, from information given by the Officers of the ships, or, in some cases the Agents. It frequently happens that the Officer giving the information is ignorant of the existence on board of certain items which it is imperative should be reported, *e.g.*, Dangerous Goods.

This being so, I do not consider it necessary to say more on this subject than that, from these perfunctory reports, it appears that:—

Import Cargo has increased by 167,229 tons, or	4.2%
Export „ „ „ „ 360,742 „ „	16.0%
Transit Cargo has increased by 276,976 tons, or	9.6%
Bunker Coal shipped decreased „ 10,065 „ „	1.6%

8. The total reported Import Trade of the Port for 1904 amounted to 26,588 vessels of 11,205,516 tons, carrying 7,889,978 tons of cargo, of which 4,738,052 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo of Junks, or Steam Launches employed in Local Trade.

Country.	Ships.	Tons.	Cargo.	
			Discharged.	In Transit.
CLASS I.				
Canada,	25	74,024	15,062	500
Continent of Europe,	113	352,335	94,506	323,409
Great Britain,	260	739,253	320,546	950,856
Mauritius,	1	1,329	2,000	...
United States of America,	131	478,291	286,378	147,649
CLASS II.				
	530	1,645,232	718,492	1,422,414
Australia and New Zealand,	45	85,050	55,283	33,165
India and Straits Settlements, ...	232	542,597	322,326	378,892
Japan,	393	1,213,452	986,803	487,470
Java and Indian Archipelago, ...	137	230,298	294,443	116,725
North & South Pacific,	3	1,024	690	...
Russia-in-Asia,	9	19,273	10,500	16,987
CLASS III.				
	819	2,091,694	1,670,045	1,033,239
North Borneo,	36	59,754	73,430	1,100
Coast of China,	1,421	1,585,760	344,026	567,250
Cochin-China,	201	218,685	304,163	56,330
Formosa,	101	87,406	22,306	...
Philippine Islands,	248	311,008	77,015	13,788
Hainan and Gulf of Tonkin, ...	331	229,006	218,287	53,005
Siam,	285	305,738	513,725	4,800
Kiaochow, .....	...	...	...	...
Weihaiwei, .....	...	...	...	...
Macao,	35	8,427	2,616	...
CLASS IV.				
	2,658	2,805,784	1,555,568	696,273
River Steamers,—Canton, Macao and West River,	3,454	3,085,040	206,534	...
CLASS V.				
Steam-Launches trading to Ports outside the Colony,	1,027	52,892	7,060	...
CLASS VI.				
Junks in Foreign Trade,	18,100	1,524,874	580,353	...
Total,	26,588	11,205,516	4,738,052	3,151,926

Similarly, the Export Trade from the Port was represented by 26,639 vessels of 11,199,850 tons, carrying 3,436,726 tons of Cargo, and shipping 670,811 tons of Bunker Coal.

Country.	Ships.	Tons.	Cargo.	
			Shipped.	Bunker Coal.
CLASS I.				
Canada,	28	80,449	13,539	...
Continent of Europe,	13	39,543	12,650	2,334
Great Britain,	39	120,905	29,610	2,940
Mauritius,	3	3,155	1,550	2,400
North America,	1	1,391	...	200
South Africa,	3	10,075	1,300	...
South America,	6	10,736	4,826	3,000
United States of America,	60	225,096	133,970	7,880
CLASS II.				
	153	491,350	197,445	18,754
Australia and New Zealand,	35	67,604	21,200	3,650
India and Straits Settlements, ...	359	892,064	328,661	73,394
Japan,	475	1,069,093	503,883	64,167
Java and Indian Archipelago, ...	70	145,495	28,803	18,708
North Pacific,	1	539	503	160
Russia-in-Asia,	4	9,764	300	1,250
South Pacific,	5	8,700	895	925
CLASS III.				
	949	2,193,259	884,245	162,254
North Borneo,	7	7,366	701	905
Coast of China,	1,810	2,648,975	899,376	237,966
Cochin-China,	218	243,595	49,708	53,382
Formosa,	45	18,187	17,301	5,432
Hainan and Gulf of Tonkin, ...	389	265,188	104,855	39,548
Kiaochow,	2	1,756	3,000	495
Macao,	7	8,416	2,605	50
Philippine Islands,	257	431,867	200,426	56,282
Port Arthur,	2	5,630	...	600
Siam,	166	197,418	37,865	39,355
Weihaiwei,	2	3,864	1,800	185
CLASS IV.				
	2,905	3,832,262	1,317,637	434,200
River Steamers,—Canton, Macao and West River,	3,454	3,082,691	206,534	49,210
CLASS V.				
Steam-Launches trading to Ports outside the Colony,	1,027	52,892	8,610	6,393
CLASS VI.				
Junks in Foreign Trade,	18,151	1,547,396	822,255	...
Total,	26,639	11,199,850	3,436,726	670,811

9. During the year 1904, 14,922 vessels of European construction of 19,227,312 tons (net register), reported having carried 10,572,844 tons of Cargo as follows:—

Import Cargo	4,150,639 tons.
Export „	2,605,861 „
Transit „	3,151,926 „
Bunker Coal shipped	664,418 „
	<u>10,572,844 tons.</u>

The total number of tons carried was, therefore, 54.4% of the total net register tonnage, (or 76.7% exclusive of River Steamers), and was apportioned as follows:—

Imports.		
British Ships,	2,399,704	
Foreign Ships,	1,750,935	<u>4,150,639</u>
Exports.		
British Ships,	1,579,051	
Foreign Ships,	1,026,810	<u>2,605,861</u>
Transit.		
British Ships,	2,105,096	
Foreign Ships,	1,046,230	<u>3,151,926</u>
Bunker Coal.		
British Ships,	332,310	
Foreign Ships,	332,108	<u>664,418</u>
Grand Total,		<u>10,572,844</u>

Trade of the Port of Hongkong for the Year 1904.

	TONS.				Passengers.		Emigrants.			
	No. of Ships.	Discharged.	Shipped.	In Transit.	Bunker Coal shipped.	Total.		Registered Tonnage.	Arrived.	Departed.
British Ocean-going,	4,318	2,153,172	1,445,673	2,105,696	289,317	5,963,858	7,708,734	197,844	113,741	51,390
Foreign Ocean-going,	3,696	1,703,251	983,654	1,046,230	325,891	4,050,026	5,350,847	91,352	64,239	24,914
British River Steamers,	5,872	246,532	163,378	...	42,993	452,903	5,697,360	1,092,564	1,040,250	...
Foreign River Steamers,	1,036	47,684	43,156	...	6,217	97,057	470,371	46,027	52,745	...
Total,	14,922	4,150,639	2,605,861	3,151,926	664,418	10,572,844	19,227,312	1,427,787	1,269,975	76,304
Steam-Launches trading to Ports outside the Colony,	2,054	20,323	21,658	...	6,393	48,374	105,784	7,060	8,610	...
Total,	16,976	4,170,692	2,627,519	3,151,926	670,811	10,621,218	19,333,096	1,434,847	1,278,585	76,304
Junks trading to Ports outside the Colony,	36,251	580,353	822,255	...	...	1,402,608	3,072,270	43,192	42,155	...
Total Foreign Trade,	53,227	4,751,315	3,449,774	3,151,926	670,811	12,023,826	22,405,366	1,478,039	1,320,740	76,304
Steam-Launches plying within waters of the Colony,	307,502	...	...	...	25,401	25,401	8,808,744	4,435,105	4,435,072	...
Junks, Local Trade,	62,965	340,087	45,361	...	...	385,448	2,348,676	79,066	79,508	...
Total Local Trade,	370,467	340,087	45,361	...	25,401	410,849	11,157,420	4,514,171	4,514,580	...
Grand Total,	423,694	5,091,402	3,495,135	3,151,926	696,212	12,434,675	33,552,786	5,992,210	5,853,320	76,304

IMPORTS.
EUROPEAN CONSTRUCTED VESSELS.

	1903.		1904.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,383	7,099,181	3,981	6,509,919	...	...	402	499,262
River Steamers,	2,832	2,454,868	3,454	3,085,040	662	630,172	...	...
Sailing Vessels,	36	55,004	26	32,791	...	...	10	22,213
Total,	7,251	9,519,053	7,461	9,627,750	662	630,172	412	521,475
					210	108,697	...	...
Imported tons,		3,985,310		4,150,639				

As follows :—

Articles.	1903.	1904.	Increase.	Decrease.
Beans,	3,120	750	.....	2,370
Bones, .....	.....	400	400	.....
Coal,	1,186,686	1,152,454	.....	34,232
Cotton Yarn and Cotton,	20,795	19,350	.....	1,445
Flour,	120,430	115,921	.....	4,509
Hemp,	24,149	19,382	.....	4,767
Kerosine (bulk),	40,607	56,965	16,358	.....
" (case),	82,960	100,692	17,732	.....
Lead,	550	3,563	3,013	.....
Opium,	4,997	2,955	.....	2,042
Liquid Fuel,	1,000	9,727	8,727	.....
Rattan,	4,020	5,080	1,060	.....
Rice,	597,730	823,339	225,609	.....
Sandalwood,	4,713	3,300	.....	1,413
Sulphur,	961	187	.....	774
Sugar,	229,946	205,696	.....	24,250
Tea,	1,746	.....	.....	1,746
Timber,	64,400	66,200	1,800	.....
General,	1,594,600	1,564,678	.....	29,922
Total,	3,983,410	4,150,639	274,699	107,470
Transit,	2,874,950	3,151,926	276,976	.....
Grand Total, ...	6,858,360	7,302,565	551,675	107,470
			Nett,	444,205

Exported, 867,616 tons as under :—

Kerosine (1,051,456 cases),	37,552 tons.
Rice and Paddy,	296,894 ..
Earth and Stones,	180,153 ..
General,	353,017 ..
Total,	867,616 ..

PASSENGERS.

	1903.	1904.	Increase.	Decrease.
British Vessels, Arrivals,...	152,637	197,844	45,207	.....
Do., Departures, ..	90,369	112,741	22,372	.....
Do., Emigrants, .	55,681	51,390	.....	4,291
Total,.....	298,687	361,975	67,579	4,291
Nett,.....			63,288	.....
Foreign Vessels, Arrivals, ..	100,012	91,352	.....	8,660
Do., Departures, ..	72,978	64,239	.....	8,739
Do., Emigrants, .	27,703	24,914	.....	2,789
Total,.....	200,693	180,505	.....	20,188
Nett,.....			.....	20,188

PASSENGERS,—Continued.

	1903.	1904.	Increase.	Decrease.
River Steamers, Arrivals, ..	883,578	1,138,591	255,013	.....
Do., Departures, ..	838,757	1,092,995	254,238	.....
Total,.....	1,722,335	2,231,586	509,251	.....
Nett,.....			509,251	.....
Junks Foreign Trade, Arrivals, ...	49,269	43,192	.....	6,077
Do., Departures, ..	50,736	42,155	.....	8,581
Total,.....	100,005	85,347	.....	14,658
Nett,.....			.....	14,658
Total Arrivals,	1,185,496	1,470,979	285,483	.....
Total Departures,.....	1,052,840	1,312,130	259,290	.....
	2,238,336	2,783,109	544,773	.....
Total Emigrants,	83,384	76,304	.....	7,080
Total,.....	2,321,720	2,859,413	544,773	7,080
Nett,.....			537,693	.....
Diff. of Arrivals and Dep.,	132,656	158,849	.....	.....
Do., Emigrants,	83,384	76,304	.....	.....
Remainder + or -	+ 49,272	+ 82,545	.....	.....

PASSENGERS,—Continued.

Junks Local Trade, Ar- rivals, } Do., Departures, Total,.....	79,318 84,941 164,259	79,066 79,508 158,574	..... ..... .....	252 5,433 5,685
Nett, .....			.....	5,685

REVENUE.

11. The total Revenue collected by the Harbour Department during the year was \$300,933.95, being an increase of \$15,645.53 on the previous year:—

- 1. Light Dues, \$72,330.16
- 2. Licences and Internal Revenue, 62,418.00
- 3. Fees of Court and Office, 166,185.79

Total,\$300,933.95

STEAM LAUNCHES.

12. On the 31st December, there were 262 Steam Launches employed in the Harbour, of these, 106 were licensed for the conveyance of passengers, 134 were privately owned, 16 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of Military Authorities.

Seventeen Master's Certificates were suspended, 7 for one month, 3 for six weeks, 3 for two months, 3 for three months, and 1 for six months; 2 Engineer's Certificates were suspended for 1 and 6 months respectively. Three Masters were cautioned.

Four hundred and forty-three (443) engagements, and for hundred and fifty-six (456) discharges of Masters and Engineers were made from 1st January, to 31st December.

Fourteen (14) Steam Launches were permitted to carry arms, &c., for their protection against pirates; of these, twelve were previously permitted, and two during this year.

EMIGRATION.

13. Seventy-six thousand three hundred and four (76,304) Emigrants left Hongkong for various places during the year, of these, 52,496 were carried by British Ships and 23,808 by Foreign Ships; 149,195

were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 121,735 were brought in British Ships and 27,460 by Foreign Ships.

Under a Convention between the United Kingdom and China dated 13th May, 1904, indentured Chinese Emigrants are being transported to South Africa. A Depôt has been formed at Lai-chi-kok and a Deputy Emigration Officer appointed for its supervision.

Returns Nos. XVIII and XIX will give the details of this branch of the Department.

REGISTRY OF SHIPPING.

14. During the year, 44 ships were registered under the provisions of the Imperial Act, and 4 Certificates were cancelled.

MARINE MAGISTRATE'S COURT.

15. Fifty-six (56) cases were heard in the Marine Magistrate's Court: refusal of duty on board ship and breach of Harbour Regulations were the principal offences.

In connection with the above, the Assistant Harbour Master has been placed in charge of the Water Police as a tentative measure, which is having good results.

EXAMINATION OF MASTERS, MATES AND ENGINEERS.

(Under Section 4 of Ordinance No. 10 of 1899.)

16. The following Table will shew the number of Candidates examined for Certificates of Competency, distinguishing those who were successful and those who failed:—

Grade.	Passed.	Failed.
Master,	23	3
Master, River Steamer,	1	1
First Mate,	17	5
Only Mate,.....	1	2
Second Mate,.....	8	3
Mate, River Steamer,.....	1	...
Total,.....	51	14
First Class Engineer,	32	4
Second Class Engineer,	41	7
Total,.....	73	11

EXAMINATION OF PILOTS.

(Ordinance No. 3 of 1904.)

17. Examinations for the duties of Pilots have been instituted under Ordinance No. 3 of 1904. The number of Licences issued will be governed by the need of the Port, the pilotage of which is not compulsory.

MARINE COURTS.

(Under Section 19 of Ordinance No. 10 of 1899.)

18. No Marine Court has been held during the year.

SUNDAY CARGO-WORKING.

(Ordinance No. 1 of 1899.)

19. During the year, 308 permits were issued under the provisions of the Ordinance. Of these, 78 were not availed of owing to its being found unnecessary for the ship to work cargo on Sunday, and the fee paid for the permit was refunded in each case.

The revenue collected under this heading was \$37,625; this was \$2,825 more than in 1903.

The revenue collected each year since the Ordinance came into force is as follows:—

1892,	\$ 4,800
1893,	7,900
1894,	13,375
1895,	11,600
1896,	7,575
1897,	11,850
1898,	25,925
1899,	21,825
1900,	43,550
1901,	44,800
1902,	44,175
1903,	34,800
1904,	37,625

SEAMEN.

20. Twenty-one thousand eight hundred and thirty (21,830) Seamen were shipped and twenty-five thousand two hundred and ninety-two (25,292) discharged at the Mercantile Marine Office and on board ships during the year.

Four hundred and sixty-seven (467) "Distressed Seamen" were received during the year. Of these, 159 were sent to the United Kingdom, 13 to Sydney, 2 to Vancouver, 77 to Calcutta, 2 to Singapore, 1 went as passenger to Port Said, 3 to Calcutta, 28 to United Kingdom, 8 to Singapore, 2 to Manila, 1 to San Francisco, 1 to Haiphong, 1 to Japan, 29 to Canton, 1 obtained employment on shore, 3 joined the Canton Customs, 3 Lappa Customs, 4 taken charge of by the United States Consul, 1 by the French Consul, 2 disappeared, 2 died at the Government Civil Hospital, 1 at the Lunatic Asylum, 8 remained at the Government Civil Hospital, 1 at the Tung Wah Hospital, 35 at the Sailors' Home, and 78 obtained employment.

Seven thousand two hundred and eighty-four dollars and forty-two cents (\$7,284.42) were expended by the Harbour Master on behalf of the Board of Trade, in the relief of these distressed Seamen.

MARINE SURVEYOR'S SUB-DEPARTMENT.

21. Return No. XXIII gives a report of the work performed by this Sub-Department during the year 1904.

During the year, 196 vessels were surveyed for Passenger Certificates and Bottom Inspection and 125 were surveyed for Emigration, being an increase of 6 and 14 respectively on the previous year which was then the highest on record. The increased number of Emigration surveys is almost entirely accounted for by the opening up of Emigration to South Africa, 13 Vessels—all British—of 65,255 gross tons having been surveyed and measured for that trade alone.

The number of visits paid to different vessels, docks, building yards, boiler shops, &c., in connection with survey work amounts to 2,140.

Two hundred and three (203) Licences were granted to Steam Launches during the year, 45 new Boilers were built to Board of Trade rules, under supervision 3 minor inspections were made, 5 Foreign vessels were measured, 35 vessels were measured for tonnage for British Registry. 126 Surveys on Government Steam Launches were completed during the year. 82 European Engineers were examined of whom 73 were successful and 11 failed. 104 Chinese Engineers were examined of whom 90 passed and 14 failed.

Owing to the Kowloon and Cosmopolitan Docks being blocked at different times by vessels undergoing extensive repairs, 31 of the surveys for Passenger Certificates took place at the Aberdeen Dock, involving considerable loss of time and extra expense in hiring an outside launch. I would respectfully point out that owing to the increase in work and the greater distance apart of the building yards and shops an additional launch is urgently needed.

LIGHTHOUSES.

22. The amount of Light Dues collected is as follows :—

Class of Vessels.	Rate. per ton.	No. of Ships.	Tonnage.	Total Fees collected.
				\$ c.
Ocean Vessels,	1 cent	4,109	6,565,562	65,655.62
Steam Launches,	1 „	358	14,105	141.05
River Steamers, (Night boats), Launches plying exclusively to Macao and West River, by night,	$\frac{1}{3}$ „	2,305	1,935,576	6,452.52
River Steamers (Day Boats), .. Launches plying exclusively to Ma cao and West River, by day,	Free.	1,149	1,149,464	...
		434	24,246	80.97
	Free.	235	14,541	...
Total,.....	...	8,590	9,703,494	72,330.16

Telegraphic and telephonic communication has been kept up with Gap Rock, Cape D'Aguilar and Waglan Island during the year.

From Gap Rock Station 1,012 vessels have been reported as passing, and in addition 241 messages were received and 3,500 sent including weather reports for the Observatory. Owing to telegraphic communication being interrupted, 32 vessels were not reported.

Twenty-five hours and fifty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 160 times. On no occasion was the relief delayed by the rough sea.

From Cape D'Aguilar Station 1,570 vessels were reported, and in addition 1,159 messages were sent and 32 received. Owing to the telephonic communication being interrupted, 306 vessels were not reported.

From Waglan Island Station 1,347 vessels were reported, and in addition 80 messages were sent and 66 received. Owing to the telephonic communication being interrupted, 442 vessels were not reported.

One hundred and fourteen hours and thirty-six minutes of fog were reported from Waglan Island during the year, and the fog signal gun was fired 1,194 times. On no occasion was the relief delayed by the rough sea.

The lighting of Cap-shui-mun Pass has been inaugurated during the year, and arrangements are being made to improve the lighting of the Harbour.

GOVERNMENT GUNPOWDER DEPÔT.

23. During the year 1904 there has been stored in the Government Gunpowder Depôt, Stonecutters' Island :—

	No. of Cases.	Approximate Weight.
		lbs.
Gunpowder, privately owned,	6,630	149,915
Do., Government owned,	5,050	305,085
Cartridges, privately owned,	3,079	612,600
Do., Government owned,	49	4,900
Explosive Compounds, privately owned,	5,295	273,878
Do., Government owned, ...	1,886	125,056
Non-explosives, privately owned,	53	6,425
Do., Government owned, .....	...	...
Total,.....	22,042	1,477,859

During the same period there has been delivered out of the Depot :—

	No. of Cases.	Approximate Weight.
lbs.		
For Sale in the Colony :—		
Gunpowder, privately owned,	928	24,870
Cartridges, privately owned,	62	16,125
Explosive Compounds, privately owned, ...	214	13,875
Non-explosives, privately owned, .....	...	...
For Export :—		
Gunpowder, privately owned,	5,481	113,180
Cartridges, privately owned,	1,027	199,875
Explosive Compounds, privately owned, ...	4,350	220,600
Non-explosives, privately owned,	31	3,975
Total,	12,093	592,500

On the 31st December, 1904, there remained as follows :—

	No. of Cases.	Approximate Weight.
lbs.		
Gunpowder, privately owned,		
Do., Government owned,	221	11,865
Do., Government owned,	976	77,608
Cartridges, privately owned,		
Do., Government owned,	1,990	396,660
Do., Government owned,	20	2,000
Explosive Compounds, privately owned,		
Do., Government owned, ...	731	39,403
Do., Government owned, ...	1,529	75,058
Non-explosives, privately owned,		
Do., Government owned,	22	2,450
Do., Government owned, .....	...	...
Total,	5,489	604,984

NEW TERRITORY.

(Sixth Year of the British Administration).

24. The Station at the Island of Cheung Chau was opened in September, the one at Tai O in the Island of Lantau, in October of 1899, that at Tai Po in Mirs Bay, on board the Police Steam Launch in November, 1901, and that at Sai Kung in April, 1902.

From 1st January to 31st December, 1904, 9,350 Licences, Clearances, Permits, &c., were issued at Cheung Chau, 4,518 at Tai O, 4,400 at Tai Po, 4,775 at Deep Bay and 3,185 at Sai Kung.

The revenue collected by this Department from the New Territory during 1904 was \$16,391.25.

IMPORTS AND EXPORTS (OPIUM) OFFICE.

25. The return shows that during the year the amount of Opium reported was as follows :—

	1903.	1904.	Increase	Decrease
	Chests.	Chests.	Chests.	Chests.
Imported,	46,034½	45,936½	.....	98
Exported,	46,551	43,858½	.....	2,693
Through Cargo reported but not landed,	16,442	14,587	.....	1,855

Eighteen thousand one hundred and two (18,102) permits were issued from this Office during the year, being an increase of 223 as compared with 1903.

A daily memo. of Exports to Chinese ports was, during the year, supplied to the Commissioner of Imperial Maritime Customs, and a daily memo. of Exports to Macao was supplied to the Superintendent of Raw Opium Department of Macao.

Surprise visits were paid to 88 godowns during the year.

In order to give effect to Article VIII of the Brussels Sugar Convention, 1902, it has been deemed expedient to prohibit the importation of bounty fed sugar into the Colony. For the purpose of issuing Certificates of Origin, the Superintendent of Imports and Exports has been appointed Fiscal Authority for this Colony, and regulations have been framed dealing with the import and export of sugar under the new conditions.

I have, &c.,

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

The Honourable The COLONIAL SECRETARY.