



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1938

HONG KONG GENERAL CHAMBER  
OF COMMERCE.



*The Secretary has pleasure in forwarding  
herewith copy of the Chamber's Annual Report  
to Members for 1938.*

*Additional copies may be obtained from the  
Chamber at \$2.00 each.*

*Hong Kong, 5th April, 1939.*





HONG KONG

General Chamber of Commerce

REPORT

FOR THE YEAR

1938.



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COMMITTEES, 1938-1939.

**General Committee.**

The Hon. Mr. A. L. Shields, ( <i>Chairman</i> )	
Mr. T. E. Pearce, ( <i>Vice Chairman</i> )	Mr. G. Miskin/Mr. C. Blaker,
The Hon. Mr. J. J. Paterson,	Mr. K. S. Morrison,
The Hon. Mr. S. H. Dodwell,	Mr. G. W. Sewell,
Sir Vandeleur Grayburn/Mr. D. C. Edmondston,	Mr. H. V. Wilkinson, D.S.O., <i>M. M.</i>
	<i>Co-opted:</i>
Mr. J. K. Bousfield,	Mr. J. C. Hutchison, O.B.E.,
Mr. R. D. Gillespie,	Capt. C. L. Edwards, R.M.
Mr. W.H. Lock, <i>B. S.</i>	Captain C. R. Boxer.

**Correspondence Committee.**

The Chairman,  
The Vice-Chairman,  
Mr. D. C. Edmondston.

**Legal Sub-Committee.**

Mr. J. T. Prior,  
Mr. G. G. N. Tinson,  
Mr. M. H. Turner.

**Arbitration Committee.**

The Chairman,  
The Vice Chairman,  
Mr. G. W. Sewell.

**Finance Sub-Committee.**

The Chairman,  
The Vice Chairman,  
Mr. D. C. Edmondston.

**Import Sub-Committee.**

Mr. K. S. Morrison, (*Chairman*)  
Mr. P. S. Cassidy,  
Mr. Fung Kong On,  
Mr. J. Harrop,  
Mr. H. Owen Hughes,  
Mr. G. W. Sewell,  
Mr. R. J. White.

**Insurance Sub-Committee.**

Mr. N. P. Fox,  
Mr. Leigh Garner,  
Mr. W. R. Mansfield,  
Mr. S. H. Piercy,  
Mr. H. R. Sturt,  
Mr. R. H. Wild.

**Shipping Sub-Committee.**

Mr. P. Tod, (*Chairman*)  
Mr. T. G. S. Alexander,  
Mr. H. F. Bunje,  
Capt. R. Henderson,  
Mr. F. R. Lamb,  
Mr. C. M. Manners.

Mr. A. H. Penn,  
Mr. L. E. N. Ryan,  
Mr. A. H. Veltman,  
Mr. S. T. Williamson,  
Mr. T. B. Wilson,  
Capt. C. L. Edwards, R.M.



COMMITTEES, 1938-1939.—(Continued).

Export Sub-Committee.

Mr. S. M. Churn, ( <i>Chairman</i> )	Mr. E. Funck,
Mr. A. C. I. Bowker,	Mr. H. Owen Hughes,
Mr. H. T. Buxton,	Mr. K. Kastmann,
Mr. H. S. Dinsdale,	Mr. A. Urquhart.

Special Committee on Dangerous Goods Regulations.

Mr. A. H. Penn, ( <i>Chairman</i> )	Mr. F. R. Lamb,
Mr. H. F. Bunje,	Mr. C. M. Manners.
Capt. R. Henderson,	

Technical (Shipping)  
Sub-Committee.

Capt. R. W. Bateman,  
Mr. W. Bell,  
Mr. A. W. Black,  
Mr. D. B. Bone,  
Mr. R. G. Craig,  
Mr. A. MacIndoe,  
Mr. T. S. Morrison.

Imperial Preference  
Sub-Committee.

Mr. A. C. I. Bowker, (*Chairman*)  
Mr. F. L. Ball,  
Mr. P. S. Cassidy,  
Mr. H. S. Dinsdale,  
Mr. H. Owen Hughes,  
Mr. J. Webster.  
ACCOUNTANT'S ADVISORY COMMITTEE.  
Mr. E. M. Bryden,  
Mr. H. R. Forsyth,  
Mr. S. Grove,  
Mr. T. A. Martin,  
Mr. S. H. Ross,  
Mr. J. M. Tan,

Rice Sub-Committee.

Mr. F. E. A. Remedios, (*Chairman*)  
Mr. H. D. Bidwell,  
Mr. M. A. Williams.

Trade Marks Sub-Committee.

Mr. D. F. Landale,  
Mr. G. G. N. Tinson,  
Mr. M. H. Turner.

Secretary:  
Mr. M. F. Key, O.B.E.

Assistant Secretary:  
Mr. E. R. Price.

Treasurers:  
Messrs. Lowe, Bingham and Matthews.

Hong Kong General Chamber of Commerce

Report for the Year 1938.

Hostilities in China between Japanese and Chinese forces continued during 1938 to overshadow the Far Eastern scene. For the first nine months of the year the Colony experienced brisk trading conditions which merchants realised were abnormal and were due to diversion of Yangtze Valley imports and exports to the Canton-Hankow railway via Hong Kong, following the closing of the Yangtze to foreign mercantile marine. Trade statistics for the first three quarters of the year were much inflated, but business was severely restricted from October onwards when hostilities extended to South China and Canton passed under the control of the Japanese. The Chinese had already closed the river to steamer traffic and the Japanese maintained the closure. What cargo is moving now finds its way through indirect channels. Chambers of Commerce representing foreign traders in China have taken steps all through the year to keep the governments of their countries informed as to the serious handicaps to trade which the present situation has brought about. In these representations this Chamber has joined, urging, in particular, that the Canton river should be re-opened to commercial traffic at the earliest possible moment, so that the interests of this Colony, which is mainly concerned with trade with China, may be preserved.

Meanwhile the situation of the Colony is not—as some writers overseas seem to think—one of unrelieved gloom. Manufacturing development under Imperial Preference has helped to keep the population employed; the major industries of the Colony have been well occupied; the great increase in the population caused by the arrival of refugees—including many well-to-do Chinese—has given an impetus to local trade and increased the revenues of the Government and of public utility companies. There has been some transfer of industry to the Colony from China, and of businesses such as the tea and silk trades. Increased expenditure upon defence has stimulated local trade and the circulation of money.

The future is obscure and there is no immediate prospect of a cessation of hostilities. Hong Kong, like the other foreign trading communities within the ambit of China, watches with deep concern a state of affairs which tends to grow worse, and can only hope that



peace may soon be restored and the policy of the "Open Door" be preserved. In the meantime the business community in this Colony has to do the best it can in a difficult situation and await the outcome of events.

#### Obituaries.

The Committee regrets to record the death during 1938 of Mr. Julio Ribeiro and, early in 1939, of Mr. Walter C. Weston. For many years Mr. Ribeiro had placed at the disposal of the Chamber his special knowledge and experience of the export trade (particularly in rice) and had served as a member of the Export Sub-Committee and Rice Sub-Committee. During his residence in Hong Kong, Mr. Weston's experience as a surveyor with Lloyd's Agents in Japan, proved valuable to the Chamber in the carrying out of surveys.

#### New Year Honours.

The Committee records with much pleasure the fact that the Secretary, Mr. M. F. Key, received from His Majesty the King, in the New Year Honours List, the appointment to be an Officer of the Most Excellent Order of the British Empire (Civil Division) for public services in Hong Kong. On behalf of the general body of members the Committee extends to the Secretary congratulations on this official recognition of his work in the Colony.

#### Staff.

The Secretary was on leave during eight months of the year. During his absence Mr. E. R. Price acted as Secretary, dealing efficiently with the numerous problems which arose owing to the abnormal conditions.

#### Representations from Piece Goods and Other Dealers.

The extension of aerial hostilities to South China and consequent difficulties in the transportation of merchandise from Hong Kong into the interior of China led to a request from the Chinese Piece Goods Guild on June 17 that the Chamber recommend members to stop shipment of piece goods ordered by dealers in Hong Kong as difficulties were anticipated in regard to taking delivery of such cargo when it arrived.

The Chamber's reply, dated June 23, stated that, whilst the Import Sub-Committee sympathised with China in her present difficulties, they desired to point out that conditions in other markets could not be accepted as reason for stopping shipment of goods contracted for purchase and delivery in Hong Kong. "Moreover," stated

the reply, "the contracts were entered into with knowledge of the possibilities of the situation in China, and in view thereof the Chamber has no alternative but to recommend members to insist upon fulfilment of all contractual obligations".

On behalf of the Po Yick Commercial Association and other Chinese organisations representing dealers in various commodities, a joint letter was addressed to the Chamber on December 1, asking for extension of storage times for cargo in view of the Japanese occupation of Canton and other areas in China, and the closing of the Pearl River to trade.

The Chamber replied on December 16, in similar terms to those addressed to the Chinese Piece Goods Guild.

#### Chinese Wine & Provision Dealers' Association.

A circular, dated July 20, from the above Association, was referred by members to the Chamber for a joint reply on behalf of all concerned. The circular intimated that at a meeting of the Association a resolution had been unanimously passed that "for each and every transaction of \$1,000 worth of goods purchased either in cash, or on account, or ordered for future delivery, \$2.00 (\$1.00 payable by the seller and \$1.00 by the buyer) be set aside towards funds for the relief of War Refugees". The Chamber replied to the Association, on July 27, intimating that the Committee fully sympathised with the desire of the Association to give financial assistance to funds for relieving War Refugees, but considered that such help should be rendered by direct contributions rather than through an unofficial tax on business transactions between importers and members of the Association. It was pointed out that several member firms of the Chamber had subscribed substantial sums to War Relief Funds, in Hong Kong and in various parts of China, and that further help of that nature would no doubt be forthcoming from time to time. The Association was informed that the Committee of the Chamber was strongly opposed to any form of compulsory contribution to charitable funds because of its interference with the ordinary course of trade. The hope was expressed that, on reconsideration of the matter, the Association would concur with the opinion of the Committee of the Chamber, and would be willing to withdraw the resolution notified in their circular letter. Copy of the Association's circular and the Chamber's reply was forwarded to Government which informed the Chamber, by letter dated August 12, that it was understood the Association's proposal had been dropped.



#### Textiles & Yarn Contract.

The terms of a revised textiles and yarn contract between importers and suppliers which has been the subject of negotiation with the Manchester and Bradford Chambers of Commerce were finally agreed upon in September, 1938, and copies were circulated to all importers together with the Committee's recommendation that the contract be adopted for all transactions covering cotton and woollen textiles and cotton, wool and other yarns. Attention was drawn to the fact that under the new standard contract a two per cent. franchise on invoice weights of woollen yarns should be taken into consideration.

#### F.B.I. Engineering Scholarships.

Information was received in July from the Federation of British Industries Selection Committee, Shanghai, that three Hong Kong students had been provisionally selected under the scheme whereby young Chinese are sent to England for training in engineering. At the request of the F.B.I. Committee these students were interviewed and a favourable report made, following which arrangements were made for them to proceed to England towards the end of 1938.

#### Regulations Affecting Launches, Ferry Vessels, Etc.

Arising out of revised regulations notified in the *Gazette* and affecting launches, ferry vessels and motor boats, a letter was addressed to the Government on November 2, expressing regret that the Chamber had not been consulted in regard to the new requirements. It was afterwards ascertained that no radical changes were called for in the revised regulations, many of which were either former regulations reworded and carrying no further obligations, or were regulations which had been notified from time to time in the *Gazette* and were now included in their proper sequence. Moreover, as the regulations only apply to vessels plying for hire, or the carriage of passengers, launches operated by steamship companies for their own purposes are not affected. As no representations as to hardship were received from other interests affected by the regulations, it was agreed to take no further action in the matter.

#### International Load Line Convention.

With reference to correspondence summarized in the Annual Report for 1937, page 15, the following announcement appeared in the *Gazette* on September 2, 1938: "It is hereby notified that the applica-

tion to Hong Kong of the International Convention respecting Load Lines, signed in London on the 5th July, 1930, was noted in the archives of the Foreign Office on 1st July, 1938, and will take effect in accordance with the first paragraph of Article 21 of the Convention on 1st September, 1938."

#### Legislative Council Representative.

At the Annual Meeting of the Chamber on April 28, 1938, Mr. A. L. Shields was unanimously elected as the Chamber's nominee on the Legislative Council during the absence from Colony of Mr. M. T. Johnson.

Mr. Johnson later in the year having tendered his resignation as he was not returning to the Colony, a new election became necessary and at a General Meeting of Members held on October 7, Mr. A. L. Shields was unanimously approved as the Chamber's nominee for the new appointment.

#### Canvas—Rubber Shoes: Question of Forward Freight Booking.

Representations were received from exporters in July, 1938, in regard to forward bookings for canvas—rubber shoes exported from Hong Kong to the United Kingdom. It was stated that although most of the orders which it was customary to place at that time of the year called for shipment from Hong Kong during the following October to March, exporters were only able to make forward engagements for freight for shipment within 90 days and were liable to incur losses which they could not pass on to buyers in the event of increases in freight such as had occurred half way through the previous season. At the request of exporters the Chamber wrote to the China Home-ward Freight Conference asking that canvas—rubber shoes be added to the list of commodities in respect of which forward booking of freight was permitted up to 180 days ahead. A reply was received from the Conference on December 13, that the booking period for shipment up to 180 days in advance had been in force for some years for certain limited categories of cargo and the Conference could not acquiesce in a general extension of this practice. It was submitted that if a concession were made in respect of canvas and rubber shoes it would inevitably lead to demands for similar extensions on other articles both from Hong Kong and from other ports which the Conference Lines could not contemplate. In asking the Conference to give favourable re-consideration to the request on behalf of exporters, the



Chamber submitted that the canvas—rubber shoe industry had claims to special consideration in that it was a comparatively new industry and had developed on the lines that orders had to be accepted by exporters over periods of six months and more, not in isolated instances but as a regular practice and that for bulk business it would be impossible to confine the shipping period to three months.

#### Hong Kong Travel Association.

In a letter to Government dated October 11, attention was drawn to the fact that the response to the annual appeals for subscriptions to the Hong Kong Travel Association was confined to a few firms and that little support was received from the many other interests which benefit from the introduction of visitors to the Colony. The unanimous view of the Committee of the Chamber was conveyed that the cost of administering the Hong Kong Travel Association should be met out of the general revenues of the Colony and that there should be no further appeals for subscriptions. This, it was submitted, would be more equitable and in accordance with practice in the United Kingdom where cost of advertising is borne by municipalities and not by individuals. The Government replied on December 24, that the views of the Chamber had been noted, but in the present circumstances the Government was unable to assume any further liabilities in this connection.

#### Imperial Institute: Hong Kong Court.

In the Reports of the Chamber for 1933 and 1934, reference was made to the steps taken by the Chamber with a view to bringing up-to-date the exhibits displayed at the Hong Kong Court of the Imperial Institute, London. Samples of various classes of goods manufactured in Hong Kong together with photographs of Hong Kong scenes, were forwarded to the Institute. In 1938 the Chamber obtained and furnished a set of photographs of the new Hong Kong & Shanghai Bank building, the Jubilee Reservoir and Shing Mun Dam, Government House, Queen Mary Hospital and the buildings in Statue Square.

#### Membership.

Since the last Annual Report was issued, there have been six resignations from membership (four by firms which have closed down their offices in Hong Kong) and ten accessions as follows:

The American President Lines, Ltd.,  
The Canton Bros. Rubber Co., (1935) Ltd.,  
Messrs. Deacon & Co., Ltd.,  
Messrs. O. K. Gidumal & Watumull, Ltd.,  
The Hong Kong Property Owners' Association,  
Messrs. C. M. Karanjia & Co.,  
Messrs. Mee-Yeh Handels Compagnie,  
Messrs. C. E. Schroeder,  
The Swatow Drawn Work Co.,  
Messrs. Wong, Tan & Co.,

The election of these members by the General Committee requires confirmation at the Annual Meeting.

#### Finances of The Chamber.

The principal item of income, members' subscriptions, \$35,525, shows an increase of \$4,775 as compared with the previous year owing to a gratifying accession of new members. Receipts from Certificates of Origin (\$4,358) were approximately the same as in the previous year in spite of the fact that Chamber of Commerce endorsement is no longer necessary under the new scheme for certification of goods under Imperial Preference. However, there has been an increasing tendency on the part of overseas Customs authorities to require certificates of origin for all goods, quite apart from preference purposes. Although the accounts show an excess of income over expenditure during the year of \$5,807.78, the actual working expenses exceeded ordinary income by \$2,442.22. This is accounted for by the item "Special Contribution from Members (\$8,250)" subscribed to meet the loss on 1937 working. The Chamber will receive in 1939 the full benefit of subscriptions from several new members who joined during 1938 and as there were several non-recurring items of expenditure in 1938, the prospects for 1939 are more favourable. The General Reserve of the Chamber amounts to \$57,672.85 after writing off \$1,327.24, the accumulated deficit on past years' working of the Chinese Language School. As the School has been discontinued, this item will not appear in the accounts again.



# HONG KONG GENERAL CHAMBER OF COMMERCE.

Income and Expenditure Account for the Year ended 31st December, 1938.

1937	EXPENDITURE.	1937	INCOME.
\$ 31,974.22	To Secretarial Expenses—Salaries .....	\$ 33,274.00	By Membership Subscriptions..... \$ 35,525.00
1,603.43	„ Employees' Provident Fund Account .....	2,269.00	„ Special Contribution from Members .....
1,500.00	„ Leave and Passage Reserve .....	1,500.00	„ Survey Fees Collected.....\$ 4,674.94
823.00	„ Servants' Wages .....	831.00	Less paid..... 4,142.77
3,887.13	„ Office Rent and Telephone .....	3,677.00	532.17
200.00	„ Audit Fee.....	200.00	„ Certificates of Origin and
	„ Market Report—Cost of		Certification of Invoices..... 4,358.00
	Publication.....\$ 1,048.44		„ Interest Account:
111.09	Less Sales .....	168.00	Hong Kong Government 4%
	„ Annual Report—Cost of	2,000.00	Conversion Loan .....
	Publication..... 709.58	250.00	Hong Kong Club 5% Debentures .....
391.64	Less Sales .....	56.22	Fixed Deposit .....
	„ Daily Weather Map—Payments less	60.00	Current Account .....
95.70	Receipts .....	2.65	2,287.18
308.39	„ Books and Newspapers .....	18.00	„ Shanghai Journals .....
974.93	„ Printing, Advertising and Stationery .....	84.00	„ Imperial Preference Regulations .....
712.77	„ Postages and Petties .....	98.00	„ Textile Quota Legislation .....
426.04	„ Telegrams .....	10.00	—
68.30	„ Subs. to Federation of Chambers of Com-		
314.00	merce of the British Empire .....	38.00	
780.00	„ Written off Safes, Furniture, &c.....		
	„ Yunnanese Scholarships.....		
		\$ 45,100.00	
\$ 44,170.64	„ Loss last year .....		
Less	„ Excess of Income over Expenditure this	5,800.00	
4,953.74	year.....		
—		\$ 50,900.00	
\$ 39,216.90		\$ 50,976.59	\$ 50,976.59

1937 1 Year	CHINESE LANGUAGE SCHOOL:	1937 1 Year	1938 11 Months
\$ 2,410.00	Lecturers' Salaries .....		Students' Tuition Fees, .....
9.55	Printing, Advertising and Sta-	3,010.00	Less Refunded..... 10.00
	tionery .....	6.50	\$ 2,110.00
171.70	Remaining Text Books written	105.00	Books Sold .....
105.63	off .....		Examination Fees .....
33.00	Examination Fees .....	3,121.50	10.00
60.00	Chinese New Year Cumshaw ...	less 328.12	\$ 2,122.30
3.50	Lift Boy's Extra Wages .....		Profit last year.....
	Postage and Petties .....		Excess of Expenditure over In-
			come this year..... 87.41
\$ 2,793.38		\$ 2,793.38	\$ 2,209.71



# HONG KONG GENERAL CHAMBER OF COMMERCE.

(INCORPORATED UNDER ORDINANCES OF HONGKONG.)

Balance Sheet as at 31st December, 1938.

LIABILITIES.		ASSETS.	
EMPLOYEES' PROVIDENT FUND ...	\$ 22,057.88	PROVIDENT FUND INVESTMENTS, ETC: Held by Trustees at market value:—	
SUNDRY CREDITORS .....	400.00	350 Hong Kong Telephone Shares @ \$23½ .....	\$ 8,137.50
PASSAGE AND LEAVE RESERVE:		16 Union Insurance Society Shares @ \$485.00 .....	7,760.00
As at 1st January, 1938 .....	\$ 2,590.27	Hong Kong Government 4% Conversion Loan @ 6% premium .....	3,180.00
Add Provision for 1938 .....	1,500.00	Balance in Current Account ...	2,980.39
	\$ 4,090.27		
Less Expended .....	2,926.48		
	1,163.79	FURNITURE AND FITTINGS:	
GENERAL RESERVE:		As at 1st January, 1938 .....	\$ 1,300.00
As at 1st January, 1938 .....	\$53,192.31	Purchases during the year .....	398.77
Add Excess of Income for the year (including special contributions from Mem- bers \$8,250.00) .....	5,807.78		
	\$59,000.09	Less Written off .....	\$ 1,698.77 398.77
CHINESE LANGUAGE SCHOOL:			1,300.00
Deficit as at 1st January, 1938 .....	\$1,239.83	SUNDRY INVESTMENTS AT PAR:	
Add Loss until closure of School .....	87.41	Hong Kong Government 4% Con- version Loan .....	\$50,000.00
	1,327.24	(Market value less Interest accrued at 31st December, 1938, \$52,200.00).	
	57,672.81	Hong Kong Club 5% Debentures ...	5,000.00
	\$81,294.53		55,000.00
		ACCRUED INTEREST:	
		Hong Kong Government 4% Conversion Loan .....	\$ 833.33
		Hong Kong Club 5% Debentures .....	62.50
			895.83
		STOCK:	
		Stationery and Pamphlets .....	446.00
		SUNDRY DEBTORS:	
		Shroff's Imprest .....	\$ 150.00
		Certificates of Origin .....	78.00
		Expenses Recoverable .....	25.95
			253.95
		HONG KONG & SHANGHAI BANKING CORPORATION:	
		Current Account .....	1,340.86
			\$81,294.53

We have to report that we have audited the above Balance Sheet with the books and vouchers of the Chamber.

We have obtained all the information and explanations we have required.

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Chamber's affairs as at 31st December, 1938, according to the best of our information and the explanations given to us and as shown by the books of the Chamber.

PERCY SMITH, SETH & FLEMING,  
Incorporated Accountants,  
Auditors.

Hong Kong, 11th February, 1939.

LOWE, BINGHAM & MATTHEWS,  
Chartered Accountants,  
Treasurers.



## EXPIRATION OF PIER LEASES IN 1949.

An announcement by His Excellency the Governor on October 13, 1938, that it was not the present intention of the Government to renew existing pier leases, all of which expire on December 31, 1949, was the subject of representations to Government by the Chamber.

His Excellency's announcement was made on the occasion of the presentation of the Estimates for the year 1939 and was as follows:—

“On December 31, 1949, all existing pier leases expire and it is not the present intention of Government to renew them. This decision raises several vital issues, the principal one being whether the harbour is to be developed by Government, by an independent corporation such as a Port Trust, by private enterprise or by some combination of these methods. Closely connected with the problem of administration is that of the physical development of the harbour.

“In view of the eminent importance of these questions, I intend to ask the Secretary of State's assistance in the selection of one or more experts in port organization to whom they can be submitted for investigation and advice.”

### Representations by Holders of Pier Leases.

By letter dated October 18, the following representations were received on behalf of interests concerned:—

(1) That it is a matter of important principle that the development of the Harbour should be left in the hands of private enterprise which has been responsible for the growth and organisation of the trade of Hong Kong.

That it is essential to the prosperity of Hong Kong that Harbour facilities be kept as cheap as possible, and experience elsewhere goes to show that this is most likely to be secured under private enterprise.

(2) That the Wharf Companies who have, at their own expense, developed their frontages, should be in a position to look forward to assured possession and control of their own activities and, in the opinion of the Members addressing the Chamber, the trade and development of the port would be better served by a decision of the Government to renew existing Pier Leases at favourable terms when they expire.

In addressing the Government on October 25, the Committee of the Chamber expressed agreement with the above views and submitted it was essential that, at the earliest possible moment, the Government should define its policy in this matter. Attention was invited to the fact that, in the light of the statement that it is not the intention of the Government to renew Pier Leases which expire in 1949, no development or improvement can now be undertaken with any assured prospect that it will be of benefit to the owners for more than 10 years.

### Reference at Budget Debate.

In the Budget Debate on November 10, the following reference to the subject was made by the Hon. Mr. A. L. Shields, Chairman of the Chamber and its representative on the Legislative Council:—

“I would also refer to your Excellency's statement in your address to this Council before the presentation of the Budget, viz., ‘on December 31, 1949, all existing Pier Leases expire and it is not the present intention of Government to renew them.’

“That statement brought immediate enquiries from members of the Chamber of Commerce which I have the honour to represent, and a letter has been addressed to Government giving a resumé of the views of interests which will be affected and expressing the opinion of my General Committee that it is essential that Government should define its policy in this matter at the earliest possible moment.

“It is not necessary now to go into the questions which have been raised by the statement of Government's intention as regards the renewal of Pier Leases but it is felt that the matter is of supreme importance to the Colony. It is particularly so to shareholders in Companies which depend on their piers for the running of their business and have large sums invested therein which may be lost if Government should dispossess them.

“For this reason, Sir, I have addressed you to-day in order to give the question the fullest publicity.

“Until Government policy is known there can be little development of existing facilities by private enterprise which has carried on the development of this great seaport since the Colony was founded.”



**Government's Reply.**

The Colonial Secretary replied as follows:—

“As regards the expiration of the Pier Leases in 1949 it would not be proper for me to say more on a subject which is at present the subject of correspondence with the Chamber of Commerce than to state that no avoidable delay in deciding this vital question will be permitted.”

The Government replied to the Chamber's letter on November 10, as follows:—

“The points raised by your Committee will receive full consideration and I am to assure your Chamber that there will be no avoidable delay in arriving at a conclusion on the general question.

“The question whether continued development by private enterprise would be most advantageous is one of the main issues which, as stated by His Excellency the Governor, it is proposed to refer to expert investigation. I am to add, however, that Government is unable to accept the suggestion that past expenditure by existing private enterprises gives them any claim to the perpetuation of their present rights of user.”

The correspondence was circulated to interested members on November 25. It was intimated that the General Committee of the Chamber did not consider any useful purpose would be served by continuing the correspondence at the present time. It was presumed that an enquiry would be held when the experts referred to by His Excellency arrived in the Colony, and that interested parties would then be afforded the opportunity of stating their case.

**RENEWAL OF CROWN LEASES.**

In Hong Kong, ownership of land is—with a very few exceptions—in leasehold from the Crown. Some naval and military lands, and St. John's Cathedral and precincts, are held in fee simple. The oldest leases granted were for 75 years. In 1849, leases for 999 years were authorised, and existing 75 year leases were converted accordingly. In the eighties of last century the issue of 999 year leases ceased, and 75 year leases without option of renewal were re-introduced. About 1898 the standard period became 75 years, renewable for another 75 years, without payment of premium, at a Crown Rent to be assessed by the Director of Public Works as a fair rental value of the ground at the date of renewal. This is now the usual period of tenure.

In the Leased Territories the system of tenure was originally a 75 years lease from 1898 with an option of renewal to a date just within the period of the New Territories lease (which runs for 99 years from 1898). With the efflux of time shorter and shorter leases have thus been granted in the New Territories.

The General Committee of the Chamber had under consideration during 1938 Government policy concerning the renewal of the leases for 75 years, without an option of renewal, entered into about 1885, as to which representations had been received that differences of opinion had arisen between property owners and the Government. Desiring to develop their property, certain owners enquired as to the terms upon which Government would be prepared to issue an extension of their tenancy for a further 75 years after expiry of the first 75 years. The Government replied that a premium would be payable, also increased Crown Rent for the remainder of the first 75 years period, at the expiry of which the lease holder would be entitled to a renewal for a further term of 75 years at such rent as shall be fixed by the Director of Public Works as the fair and reasonable rental value of the ground at the date of such renewal.

The figure mentioned by Government as representing the increased Crown Rent which would be payable was, in some cases, five times the amount at present paid by the holders of such leases. The amount of premium payable varied according to the property. One



owner of property on the Peak submitted that, under these terms, he would be called upon to pay an additional sum of approximately \$7,000 over the unexpired portion of his present Crown Lease.

Another instance reported to the Committee concerned the owners of property held on lease for 75 years of which there were 26 years still to run. The terms Government offered were renewal for 75 years all told, including the unexpired 26 years, increased Crown Rent and a fine or premium to be paid immediately. This, it was submitted, would mean that when the 26 years expired and there would be 75 years, less 26, to go, the Company would have paid in increased Crown Rent and fine, the sum of \$488,000.

It was further submitted that acceptance of the terms offered by Government in respect of renewals of leases for Peak property alone would involve, over a period of the next 40 years, payment in premiums and increased Crown Rent of an enormous sum.

It was gathered that the Government's view was that holders of leases for 75 years with the option of renewal for another 75 years should be regarded as being in a more advantageous position than holders of leases for 75 years only.

On behalf of property owners, however, it was submitted that holders of 75 years leases had exactly the same amount of work to do on their land as holders of 75 years with option leases, but the former had a much worse tenure.

A special Committee of the Chamber (of which the members were the Hon. Mr. J. J. Paterson, the Hon. Mr. Stanley H. Dodwell, Mr. E. Davidson and Mr. D. C. Edmondston) was appointed to consider the matter in the light of any further information received as to Government policy, a member of the General Committee having undertaken to refer to Government certain documents which it was thought should lead to modification of Government's terms. One of these documents was a publication entitled "Digest of Instructions from the Secretary of State regarding Disposal and Tenure of Land in the Colony of Hong Kong" by Phillip Jacks. If carried into effect the recommendations contained therein would give holders of 75 years leases the terms which they were asking for, namely that in the event of

renewal now of a 75 years lease, increases in Crown Rent would not take effect until expiry of the remaining years of the lease, and no premium would be payable.

#### The Land Commission, 1886-1887.

The second document referred to Government was the Report of the Land Commission 1886/7, particularly the following paragraphs:

"The Commissioners are of the opinion that it is desirable in the interests of the Colony that all the land granted upon lease (except for agricultural or pastoral purposes, or for garden lots) should be granted upon the same tenure. Before very long it will be necessary that something should be done in reference to the leases for 75 years. The same difficulties will soon arise in dealing with them as arose with the 75 years leases granted in the early days of the Colony, when the lot holders looked forward to the fact that the termination of their leases was within measurable distance; to remedy which the term was extended for a further period of 924 years. The lots become unmarketable, tenants will do nothing towards repairs, or in the improvements or sustenance of their dwellings; if they were habitable towards the expiration of the term that is as much as they would be.

No-one has bought land on a 75 years lease only, with the idea that the Crown would enforce its right of re-entry at the end of 75 years and turn them out. Nor does it appear why there should be any distinction on one side of the harbour to another; or on lands in the town or in the country. It may be urged that parties should be kept to the strict performance of their engagement with the Crown, and that where land has risen in value the landlord should be entitled to the unearned increment, at least proportionably with the tenant.

In modern days it has been strenuously urged that the landlord, even if a private individual, has no right to this unearned increment. In case the Crown insists upon its rights, however, the Crown will, at the expiration of 75 years, take not only the unearned increment, but the whole value of the improvement effected by the tenants.



The Crown, in dealing with the Crown lands, is not like some private person selfishly seeking to drive a hard bargain at the expense of an individual, but to dispose of its lands in the best interests of the whole community.

The Crown, as the Commissioners have endeavoured to point out in another part of this Report, has the entire monopoly of all ungranted land, and in the case of the settlers at Kowloon, and on the Hills, purchasers were, and are, compelled either to accept the terms that are offered by the Crown, or to go without the land.

The Commissioners feel sure that the same reasons which decided Earl Grey to sanction the extension of Town Lots from 75 to 999 years would apply equally to the extension of the Leases of all other Lots from 75 to 999 years."

The matter is still under discussion.

In 1938 there were several significant developments in civil aviation affecting the Colony. For the purpose of this review, before proceeding to a chronological survey of 1938, mention is made of three of the more important events of the year.

The Empire Air Mail programme was extended to Hong Kong with effect from September 2. From that date all first class mail passing between Hong Kong and the Empire and certain other countries was carried by air at a flat rate approximating in local currencies to 1½d. per half ounce. Hong Kong was one of the last of the British Dominions, Colonies, Protectorates and Mandated Territories to be embraced by the scheme, but as the majority of its first class correspondence was already being carried by air at the higher rates prevailing previous to the introduction of the scheme, the volume of air mail carried to and from Hong Kong—though greater—did not increase as much as might have been expected.

#### "All-up" Air Mails.

The compulsory sending of all first class mail matter by air is not an unmixed blessing, because shipping documents and Bills of Exchange, which are not required at destination until the steamer carrying the relative goods has arrived, are now carried by the most expensive method. Another anomaly is that mail between Hong Kong and the Western Provinces of Canada travels via England by air, across the Atlantic and across Canada, although there is a direct service of steamers across the Pacific to Vancouver. For these letters the air mail takes longer than the steamer. Similarly, between Hong Kong and Malaya, while the air mail on occasion is quicker, more often than not use of steamers would be more advantageous.

Very old established customs, such as the drawing of bills at 4 months' sight, have been upset by the new method of postage. A merchant shipping goods to England would receive his documents when the freighter left Hong Kong. Under the old system these documents were forwarded by sea route which took 28 or possibly 31 days to reach London. The ship carrying the goods would take approximately a week longer, so that the relative bills and documents would be in London at a convenient time. The merchant accepted the bill to fall due four



months later. Under the present system the bill and documents arrive in London about one month ahead of the goods, so that the bill falls due, not four months after the arrival of the cargo, but three months—a very different matter. Conversely the effect is apparent to the Hong Kong merchants who find the credit they have always enjoyed on import cargo curtailed by one month.

#### Committee Appointed to Consider Aerodrome Adequacy.

The second event of major importance was the convening of a Committee to enquire into the adequacy of Kai Tak Aerodrome and its equipment, having regard to such extension of its use as may reasonably be expected in the near future, and to advise upon what steps, if any, should be taken by the Government for its extension or alteration. The Committee in question consisted of the following:—

Director of Air Services, Chairman.  
Group Captain A. H. Peck, D.S.O., M.C.  
Mr. H. S. Rouse.  
Lt. Commander A. D. S. Murray.  
Messrs. G. G. N. Tinson and P. C. N. Sedgwick (Secretary).

In view of the importance of the matters under consideration, the findings of the Committee, which are expected to be available early in 1939, are awaited with interest.

#### Service Instituted by Air France.

The third event of importance was the granting to Messrs. Air France of permission to operate a commercial service into Hong Kong. This Company therefore extended their existing Paris/Hanoi service to Hong Kong, the first passenger flight arriving on August 10, 1938. Since then a once weekly service in each direction has been operated to and from the Colony. Air mail is not carried between Hong Kong and Hanoi. In this connection it should be noted that the British concern, Messrs. Imperial Airways Ltd., are not at present allowed to carry traffic of any description to or from Indo-China, although it is understood that this restriction is soon to be removed.

At the beginning of the year under review four companies were operating into Hong Kong. These were Imperial Airways Limited, connecting Hong Kong with their main trunk route London/Australia at Bangkok; Pan American Airways operating a weekly service between Hong Kong and San Francisco; C.N.A.C. were operating a twice

weekly service between Hong Kong and Chungking via Kweiyang, Kweilin and Wuchow; and Eurasia were operating a daily service to Hankow.

On January 9 Imperial Airways' fares between Hong Kong and London and many other ports were considerably reduced; in the case of London from £175 to £160.

#### Far East Flying Training School Record.

Early in the year the Far East Flying Training School completed their fourth year of operation, having trained 159 flying pupils and 167 engineering pupils, their aircraft having flown over half a million miles entirely upon school work and within the confines of the Colony without serious accident.

On March 26 the weekly Imperial service to and from Hong Kong was increased in frequency to twice weekly in each direction, the change being necessitated by growing passenger, freight and mail traffic.

As the year progressed the political situation in China had an increasingly distressing effect on the regularity of the air services operating between the Colony and the interior of China. Aircraft engaged on these flights were the subject of hostile action—in one case at least with fatal results to passengers and crew. Ultimately flying during the hours of daylight was almost entirely discontinued and the great majority of flights to and from the Colony took place by night. In view of the meagre ground organisation available, schedules and regularity inevitably suffered, and at the close of the year both C.N.A.C. and Eurasia's services to and from the Colony were rather spasmodic and took place almost entirely between sunset and sunrise. It is understood, however, that passenger loads were good even under the difficult conditions prevailing.

#### Passage Rates Reduced.

On June 1 Pan American Airways reduced their passage rates between Hong Kong and Manila from U.S.\$80 single and U.S.\$144 return to U.S.\$60 single and U.S.\$108 return; and on October 1 a further reduction was made in Imperial Airways' passage rates, the Hong Kong—London fare reaching the comparatively low level of £135 single.



At the close of the year Messrs. Pan American Airways were arranging to replace the Glen Martin Clippers in use on their Trans-Pacific route with their new Boeing Clippers which are capable of carrying a maximum of 74 passengers.

In December 1938 there were therefore, apart from the two internal air lines operating between Hong Kong and China, the three international air services of Messrs. Imperial Airways, Pan American Airways and Air France connecting the Colony with the outside world whilst the Dutch Company, Messrs. K.N.I.L.M., were also reported to be negotiating for permission to extend their Batavia/Saigon service to Hong Kong.

The year's review of Aviation cannot be concluded without a reference to the first Christmas mails to be carried under the air mail programme. Abnormally severe weather conditions in Europe immobilised all transport including the air services, and some delay was therefore inevitable. However, the balance of the Colony's Christmas mails was delivered in good time—and for the first time in history nearly 500 tons of Christmas mail was delivered throughout the Empire by air at an average cost of approximately 1½d. per half ounce.

#### Extension of Closing Times.

The Chamber addressed the Government on May 16, 1938, asking that closing times for air mails be extended to a later hour in the evenings when air liners leave early on the following morning. It was suggested that closing times be 7 p.m. instead of 5 p.m. on week days and noon instead of 10 a.m. on Sundays. When air mails arrive on Wednesday evening it was found impossible to deal, by 5 p.m. the next day, with correspondence requiring urgent reply.

On June 18 the Government replied that arrangements had been made whereby airmail letters would be accepted up to 7 p.m. on the day before the departure of air liners.

## HARBOUR CHARGES.

Renewed representations for reductions in charges in Hong Kong affecting shipping were made by the Chamber in a letter to the Hong Kong Government, dated September 14.

In regard to light dues, the Chamber's letter stated the Committee's understanding of the position was that the increased scale of light dues which became effective on January 1, 1931 (subsequently modified by Government Notification No. 147, dated March 9, 1933), was purely for the purpose of augmenting local revenue; it was not claimed that additional facilities to shipping had been provided by Government to justify the increase. In the Government's last letter on this subject (dated February 8, 1936), it had been intimated that, in the then financial condition of the Colony, Government was unable to meet the wishes of the Chamber for a reduction. The Committee submitted that the present very favourable financial position of the Colony warranted some adjustment in these charges which were considered by shipping companies to constitute an undue burden.

#### Sunday Working Permits & Buoy Rents.

The Chamber's letter continued: "Shipping Companies have also asked that renewed representations be made for the abolition of fees for permits to work cargo on Sundays, in view of the fact that the shipping trade is the only one which is charged for working on Sunday, and previous correspondence suggests that the only reason for maintaining these fees is that Government needs the revenue.

"My Committee also desires to refer to the present practice whereby buoy rent is payable from the hour at which the buoy in question is engaged. In order to ensure that a particular buoy will be available for an incoming ship, it is necessary to make application at least one day in advance of arrival. In almost all instances, Shipping Companies are therefore in the position of having to pay one day's additional and entirely unnecessary buoy rent."

The Chamber's letter concluded by expressing the hope that favourable consideration would be given to the request of Shipping Companies that buoy rent be payable from the time of the anticipated arrival at the buoy of the vessel concerned.

A reply was received from Government on October 15 intimating that Government was unable to consider the present charges and arrangements as unreasonable and, in these circumstances, was not prepared to accede to their reduction or alteration.



## CHARGES FOR FUMIGATION OF SHIPS.

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Arising out of a Government notification that the charges for sulphur di-oxide fumigation of ships would be increased owing to an increase in the price of sulphur and that opportunity was also being taken to increase fees when work was undertaken outside office hours, the Chamber addressed the Government on March 9, 1938, pointing out that, assuming the average tonnage of a cargo liner was 4,000 to 5,000 tons, the charge for fumigation under the new tariff in ordinary working hours would be \$480 to \$600, whilst if the work has to be done "outside office hours," this charge is increased by an additional \$240 to \$300.

The Shipping Sub-Committee submitted that overtime charges on this scale constituted an unfair burden on shipping companies and were inconsistent with the method of calculating overtime charges in other Government Harbour Departments, where it is understood that the 50 per cent. overtime charges were calculated upon the actual time the officials concerned were employed outside their normal office hours.

### Overtime Charges.

The Chamber's letter continued: "Under the new tariff for fumigation, any work outside office hours, even though it be but half-an-hour, will apparently automatically involve payment of the 50 per cent. overtime on the full normal charges for fumigation. Office hours of the Port Health Office are understood to be from 10 a.m. to 12 noon on Saturdays. It is obvious, therefore, that owners of a vessel ready for fumigation on the afternoon of Friday would have no choice but to pay the overtime charge for fumigation or have their vessel on demurrage two-and-half days waiting to commence fumigation on the Monday morning—alternatives which it is submitted are without justification in a port of the importance of Hong Kong. Furthermore, the Shipping Sub-Committee understand that, in the majority of cases, full fumigation of a vessel will take more than six hours, in which case it is manifestly impossible for fumigation to be carried out in the six daily working hours of the Port Health Office, and the extra charge for overtime consequently becomes an unavoidable charge in practically any circumstances.

"In the light of the foregoing, the Shipping-Sub-Committee requests that Government will give favourable consideration to the following suggestions: that for the purposes of fumigation, disinfection

and issuing of "deratization" exemption certificates, normal working hours be computed as from 9 a.m. to 5 p.m. on week-days and 9 a.m. to 1 p.m. on Saturdays, and that the overtime charge be 50 per cent. over and above normal rates, but with a maximum charge of HK\$100 for overtime."

### A Concession Granted.

Replying on April 14, the Government intimated that it was unable to accept the Chamber's suggestion that the charge for overtime work should be subject to a maximum charge of H.K.\$100, but charges in respect of overtime would only be made on that portion of the work which was actually performed out of normal office hours and would not include the time spent in travelling to and from the place of working.

The Chamber was also informed that Government was prepared to make a trial for one year of the suggestion that normal working hours for the fumigation, disinfection and deratization of ships should be extended from 9 a.m. to 5 p.m. on week days and 9 a.m. to 1 p.m. on Saturdays. Orders to this effect, it was intimated, had been issued accordingly.

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## CREW ACCOMMODATION ON LOCALLY REGISTERED SHIPS.

Arising out of an intimation that Government had under consideration the question of revising the standards of accommodation provided for the crews of British vessels trading from the Colony, a series of discussions took place during the summer of 1938 between the Government Marine Surveyor and the Technical (Shipping) Committee of the Chamber.

At the first discussion on August 16, 1938, the Honourable the Harbour Master was present and explained that it was proposed to bring the standards of accommodation for crews in Hong Kong registered ships into closer conformity with the latest standards approved by the Board of Trade although it was realized that there would be many difficulties in the way of applying them to existing ships and that modifications would be necessary, especially in the case of ships carrying non-European crews.

### Effect of Anti-Piracy Regulations.

In the discussions between the Government Marine Surveyor and the Technical Committee of the Chamber, the requirements contained in the Board of Trade booklet entitled "Instructions as to the Survey of Master's and Crew Spaces" were taken as the basis of discussion. In regard to the Board of Trade requirement that wherever possible, the whole of crew accommodation should be amidships or aft, it was pointed out that most of the crew were accommodated forward in local steamers in order to prevent access by deck passengers, as called for by anti-piracy regulations. It was agreed therefore that any change in the present practice would only be possible in so far as it was not inconsistent with the anti-piracy regulations.

On behalf of shipping companies it was also submitted that, whereas a ship of 2,000 tons trading in Home waters would carry a crew of approximately twenty, local conditions here demanded a crew somewhere in the region of seventy or eighty, this being due to the fact that not only were men required to work the cargo but stevedores and tally clerks to tally it and others to watch it day and night when in port. It was submitted that in Home waters there was not the

need for so much supervision and a great deal of the supervision that was required was supplied on the spot at ports called at, which was not possible in the Far East.

Draft amendments to the Board of Trade Instructions, for submission to the Shipping Sub-Committee and General Committee of the Chamber, were agreed upon between the Government Marine Surveyor and the Technical Committee of the Chamber, the main items in regard to which it was suggested improvements might be effected falling under the following headings: increased head room, separate accommodation for different ratings, improved equipment of the sleeping rooms, provision and equipment of mess rooms, adequate wash-places and bath-rooms, drying rooms for wet clothes, lavatory accommodation, hospital facilities on ships over 2,500 tons gross, improved lighting, ventilation and heating.

### Submissions to Government Marine Surveyor.

Following a report by the Technical Committee to the Shipping Sub-Committee of the Chamber, the following letter was addressed to the Government Marine Surveyor on November 2, 1938:—

"I am directed to state that the Shipping Sub-Committee of this Chamber has had under consideration the enclosure to your letter, dated September 16, namely, the modifications to Board of Trade Instructions regarding Survey of Master's and Crew Spaces, as tentatively agreed in discussions between you and the Technical (Shipping) Committee of the Chamber.

"2. In the first place, the Shipping Sub-Committee discussed the question of recognition by the Hong Kong Government of existing passenger certificates of foreign vessels operating from Hong Kong, and of the recognised practice whereby articles for crew of foreign vessels—whether passenger-carrying or purely cargo—are signed before their respective Consuls. The Committee had in mind foreign ships under charter operating from Hong Kong in competition with British shipping. In the event of (1) foreign passenger certificate requirements being less onerous than British requirements and (2) less supervision being exercised by Consular Authorities than is exercised by the Shipping Master here in the case of British ships, in checking that passengers do not sign on as crew, then to that extent British shipping, it is submitted, would already be penalised under existing legislation. The proposed new requirements, it is submitted, would still further penalise



British vessels unless requirements as to foreign vessels were brought into line. The Committee therefore requests that it may be supplied with information as to how far it is intended to apply the proposed new regulations to foreign ships operating from Hong Kong.

"3. In the second place, the Committee regards it as essential that, when agreement is reached regarding the proposed new regulations, they do not apply to existing ships.

4. The Committee further desires to refer to your proposed proviso to Board of Trade Instructions, Para. 5, namely, "Note: Compradore staff and working crew are included in the expression seamen". My Committee's understanding is that the Board of Trade will permit of no distinction between compradore staff and seamen in the matter of certification of the accommodation of crew, but that in other respects distinction is permissible and modifications to carry this into effect have been agreed upon in discussions between you and the Technical Committee. It is therefore suggested that the proviso to Board of Trade Instructions, Para. 5, should read as follows:—

"Note: Compradore staff and working crew are included in the expression seamen for purposes of certification of crew accommodation only."

5. In this connection, the Committee desires to point out that coastal vessels here are obliged to carry from three to four times the number of crew as compared with a vessel of similar tonnage trading in Home waters, and that insistence upon full Home accommodation requirements would be impracticable on some of the smaller coastal vessels trading in these waters.

6. The Committee is taking steps with a view to obtaining approximate particulars of accommodation requirements in the case of (1) a vessel trading in Home waters with a crew, say, of 20, and comparing this with (2) present accommodation provided on a coastal vessel of similar tonnage here; (3) accommodation such as will be required under the proposed new regulations for new ships.

7. As regards your request for the views of the Chamber as to whether the proposed rules should be sent to the Home Authorities or whether they should merely be regarded as agreed upon locally, the Committee appreciates that deductions from tonnage are only permissible on crew space duly certified under internationally approved rules, and

that in the absence of such approval being given to the Hong Kong rules, the tonnage of Hong Kong registered ships may be queried outside locally recognised limits. The Committee is nevertheless in favour of the rules merely being regarded as agreed upon locally, otherwise the possibility arises of agreed modifications being queried by Authorities not fully conversant with local conditions.

8. In conclusion, I am directed to state that the comments of the Shipping Sub-Committee are not offered with the intention of handicapping the Government in efforts to provide reasonable accommodation for crew—the desirability of which is appreciated—but with a view to acquainting the Government with the difficulties with which owners may be faced in the absence of the assurances which have been asked for in this letter.

#### Enquiry Addressed to the Board of Trade.

In reply to the Chamber's letter, the Harbour Master advised that the Board of Trade had been asked what procedure is adopted under similar circumstances at home.



## CONTINUOUS DISCHARGE CERTIFICATES FOR CHINESE SEAMEN.

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Measures providing for a system of continuous discharge certificates for Chinese seamen were brought into force in September, 1938, following a discussion between shipping interests and the Harbour Master. At this discussion the Harbour Master explained that the matter had been brought to his notice arising out of an incident at Singapore where a ship got into serious trouble on account of unauthorised people landing from the ship and contravening quarantine and emigration regulations there. A complaint had been sent to him from Singapore and on going into the matter, the master and owners of the ship had intimated that they knew nothing regarding the various people from the ship who were alleged to have contravened regulations.

The Harbour Master submitted that, without some sort of control such as would be provided by continuous discharge certificates, it was possible for seamen named on the Articles to be entirely different persons every voyage. Continuous discharge certificates would do away with this and with "tea boy" and similar nuisances. A case had been brought to his notice where 75 per cent of the men on board a ship were not on the Article and never had been. The proposed system was desirable in that the owners and master of a ship would have definite knowledge of who was on board and what their past records were. All that was needed was for a form of certificate to be agreed and approved by H.E. the Governor in Executive Council, since the necessary legislation already existed under the Merchant Shipping Ordinance, 1899.

### Submission by Shipping Committee.

The Shipping Sub-Committee intimated that the proposal was considered desirable, and that the present was an opportune time to introduce it. It was pointed out, however, that introduction would be easier in the case of long-distance ships than in the case of coast-wise ships, where substitution had been a recognised practice for many years. A certain amount of forbearance would, it was submitted, be required for a time in the case of coastal ships.

The Harbour Master agreed that a certain amount of give and take would probably be required at the beginning, but it was necessary that the matter be handled with firmness. The Harbour Master also indicated that he could only enforce the proposed scheme in respect of British ships, or ships of a nationality not represented in Hong Kong by a Consular Body.

As regards the form of the proposed official continuous discharge certificate, several members of the Committee handed in copies of similar certificates as in private use by shipping lines they represented. One of these was taken as a model and, with certain minor amendment, was approved as suitable for use in Hong Kong. Its adoption by the Government was notified in the *Gazette* of September 16, 1938.

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## MEDICAL INSPECTION OF IMMIGRANTS.

Discussions took in April, 1938, between representatives of shipping interests and medical services arising out of proposals for the medical inspection and vaccination of all immigrants from areas known to be the seat of smallpox and cholera epidemics. It was intimated that the medical authorities had in mind arrivals by steamers carrying no doctor, particularly deck passengers, also arrivals by rail. There had been 2,000 deaths from smallpox, it was stated, since the beginning of the year, some of which could have been prevented had the authorities been able to examine immigrants and vaccinate them where necessary, thus preventing them from being infected if they came into contact with smallpox cases. The desirability of guarding against a possible further outbreak of cholera was also mentioned.

On behalf of shipping companies an assurance was given that everything possible would be done to co-operate with the medical authorities, and various suggestions were put forward with a view to ensuring that ships would not be held up unduly. It was intimated that on coasters sailing from Hong Kong the sale of tickets was conditional on the passenger having been vaccinated. Shipping companies undertook to take up with agents at coast ports the possibility of similar steps being taken in respect of passengers embarking for Hong Kong. It was also emphasised that, in taking the proposed steps, shipping companies were making a voluntary gesture and they were of the opinion that the measures should be regarded as temporary until the situation became clearer. It was pointed out that, in effect, it was proposed to place restrictions on arrivals from ports which were not declared infected. It was also submitted that it was very necessary, if steamer traffic was not to be differentiated against in favour of rail traffic, that there should be medical inspection of incoming train passengers.

On behalf of the medical authorities it was intimated that arrangements were being made for a Medical Officer and vaccinators to board the Kowloon-Canton express at the 46 miles point (Cheung-muktau) and to join local trains at Shum Chun.

As a means of relieving Health officers from the necessity of boarding larger liners and leaving them free to concentrate on shipping which needed special attention from the public health point of view, it was intimated that pratique by wireless would be given to steamers carrying a doctor.

## ASIATIC EMIGRATION ORDINANCE.

The views of the Chamber as to the desirability of amending the Asiatic Emigration Ordinance, 1915, were asked by the Government by letter dated October 20, 1938. A draft amending Ordinance was enclosed, the Objects & Reasons of which were stated as follows:—

"1. The provisions of the Sixth Schedule to the Asiatic Emigration Ordinance, 1915, requiring a duly approved medical officer and interpreter to be carried, have no counterpart in the case of short voyages, which are regulated by the Fourth and Fifth Schedules to that Ordinance.

"2. A British ship carrying a large number of Chinese emigrants recently arrived at Saigon from Hong Kong with a case of smallpox on board.

"3. The voyage to Saigon is of less than seven days' duration, but it is considered that it should be declared by the Governor to be a short voyage for the purposes of the principal Ordinance.

"4. The object of the present amendment is to require a doctor and interpreter to be carried by ships having on board more than fifty emigrants, even on short voyages, and thus to assimilate the requirements of the Asiatic Emigration Ordinance to those of section 303 of the Merchant Shipping Act, 1894."

In a reply, dated November 2, the Chamber intimated that the Government's proposal was considered reasonable so long as the requirements were confined to ships sailing under the Emigration Ordinance and not to China coast ports. The Chamber's letter continued: "When the Doctor is of the same nationality as the emigrants, it is presumed that no interpreter is required; incidentally, it is understood that it is the practice for the comprador to act as interpreter."

An Ordinance giving effect to the Government's proposals was introduced in the Legislative Council on December 23, 1938, and was passed on February 2, 1939.



REQUIREMENTS REGARDING EXPORTS TO COLONIAL  
MARKETS.

New requirements affecting Hong Kong manufactured goods exported under Imperial Preference to other British Colonial Markets came into effect as from June 1, 1938. These were promulgated by the Secretary of State for the Colonies and earlier discussions regarding them are summarised in the Annual Report for 1937, pages 26-36. They are to the effect that, to obtain preferential rates of duty, Hong Kong manufactured goods must be certified by recognised accountants to contain the required Empire content and that such declaration must be countersigned by the Superintendent of Imports & Exports, Hong Kong.

Suggested Standard Form of Certificate.

With a view to simplifying matters when the new requirements came into force, suggested forms of certificates were prepared by the Chamber and forwarded by the Hong Kong Government in April, 1938, to the Secretary of State for his views. It was pointed out by the Chamber that the "certificates of origin and value" required by the various Empire countries to be signed by the manufacturer and/or supplier are diversified in phraseology. In the draft forms prepared by the Chamber, a standard form of declaration by the manufacturer and/or supplier was suggested, and opportunity was taken to include in the same draft declaration, the form of words which would be used by accountants and by the Imports & Exports Department.

On May 10, 1938, the Chamber was informed that, owing to differences in Customs legislation in various Dependencies, the Secretary of State considered that it was impossible to evolve one form of certificate of origin and value suitable for the whole Colonial Empire. The Secretary of State advised that where Preference was to be claimed in a Colonial Dependency, existing certificates of origin and value must still be sent and these must be supplemented by certificates signed by recognised accountants and by the Superintendent of Imports & Exports, Hong Kong. The Secretary of State further notified that there was no change in the certification of goods consigned to the United Kingdom

or the Dominions, i.e. that certificates by accountants and by the Imports & Exports Department would not be required unless they had been so required in the past.\*

Colonies Affected by New Arrangements.

This information was passed by the Chamber to all exporters on May 13, 1938, and copies were also forwarded to the Superintendent of Imports & Exports for distribution to manufacturers. It was intimated that the new requirements would affect shipments under Imperial Preference to the following Colonial markets:—

Borneo (North),	Brunei,
British Solomon Islands,	Ceylon,
British West Indies	Cyprus,
(Bahamas,	Fiji,
Barbados,	Gambia,
Bermuda,	Gilbert & Ellice Islands,
British Guiana,	Malay States (Federated),
British Honduras,	Malay States (Unfederated),
Jamaica,	Malta,
Cayman Islands,	Mauritius,
Turks & Caicos Islands,	Rhodesia (Northern),
Antigua,	St. Helena,
Dominica,	Sarawak,
Montserrat,	Seychelles,
St. Christopher-Nevis,	Sierra Leone,
Virgin Islands,	Somaliland,
Trinidad & Tobago,	Tonga.
Grenada,	
St. Lucia,	
St. Vincent,	
Falkland Islands)	

\* NOTE. The only Dominions whose preferences to the Colonies include classes of goods which are manufactured here, are New Zealand and Southern Rhodesia. Reference to the United Kingdom and New Zealand Customs requirements is made on pages 43-46 of this report. Southern Rhodesia has required costings for Preference purposes for several years and exports of Hong Kong manufactured goods complying with this requirement continued to be made to Southern Rhodesia during 1938.



It was also intimated in the Chamber's circular that, in respect of shipments to the Gold Coast and Nigeria, it was proposed to make no change in the procedure whereby the Imports & Exports Department issue a certificate of Hong Kong manufacture (providing they are so satisfied), no particulars of Empire content being certified either by the Department or by accountants. The reason for this, it was explained, is that the Gold Coast and Nigeria are debarred by treaty from according Imperial Preference but they impose dumping duty on certain goods of Japanese manufacture. The Customs Authorities of these territories having been satisfied in the past with the Imports & Exports Department certificate of Hong Kong manufacture, it was presumed that the new requirements as to certification of Empire content would not apply.

(The Superintendent of Imports & Exports subsequently wrote to the Customs authorities in the Gold Coast and Nigeria, also to the Union of South Africa which imposes similar dumping duty on Japanese goods, informing them of the steps taken to ensure that goods covered by his certificate are manufactured here. Accountants certificates have not been called for from these markets).

#### **New Arrangements Work Smoothly.**

In the meantime, steps had been taken by many manufacturers to place their factory records at the disposal of recognised accountants, in preparation for the requirements which became effective as from June 1, 1938. The names of manufacturers whose goods were found to contain the requisite Empire content were passed by the accountants to the Superintendent of Imports & Exports and a new list of registered factories was compiled, the names on which were duly communicated to exporters. The old list formerly compiled by the Imports & Exports Department was retained for purposes of certification to markets where Empire content regulations do not apply but where it is required to know the country in which the last process of manufacture was undergone.

By the end of the year the number of factories registered with the Imports & Exports Department under the new scheme was 150 and the list of manufactures certified to comply with Imperial Preference requirements was as follows: Beer, buttons, camphorwood chests, cement, cigarettes and cigars, embroidery, flashlight torches, footwear (canvas-rubber shoes and leather), headgear, hosiery, hurricane lamps, leather goods, made up & knitted garments & ties, peanut oil, perfumery, cosmetics & mosquito destroyer, preserves, rope, string & thread, rattanware, sugar, umbrellas.

During the period immediately preceding the institution of the new arrangements, and for some months afterwards, the Accountants' Advisory Committee and the Imperial Preference Committee of the Chamber were in close touch with the Superintendent of Imports & Exports and it was largely due to this cooperation that the change-over was accomplished without undue difficulty. A concession was also made by accountants in instituting a graduated scale of charges for certification, according to the value of shipments.

Members of the Accountants' Advisory Committee have also co-operated in ensuring standard forms of evidence where materials used are claimed to originate from the Empire. Wherever possible, it has been agreed that such materials must be accompanied by certificates of origin endorsed by Chambers of Commerce or similar bodies.

#### **Imperial Preference Chart Prepared.**

For the information of accountants, manufacturers and exporters a table was prepared by the Chamber in March, 1938, with intent to make clear the requirements of the various countries of the British Empire under Imperial Preference. Taking the various articles of export, the percentage of Empire content required is shown in vertical columns opposite countries named. A Remarks Column gives information which cannot be shown in tabulated form. Copies of the chart were sent to all interested firms, also to the authorities in all parts of the British Empire with a request for corrections. In November an amended table was issued, including all corrections received, and opportunity was taken to include particulars regarding certain Hong Kong manufactured goods not mentioned in the first issue. A copy of the chart was also sent to the Secretary of State for the Colonies from whom a reply was received to the effect that the assembling of this information in table form had proved most useful.

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#### **UNITED KINGDOM REQUIREMENTS.**

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##### **Canvas Rubber Shoes.**

No difficulties arose during the year in regard to the certification of Hong Kong manufactured canvas-rubber shoes exported under Imperial Preference to the United Kingdom. In previous Annual



Reports of the Chamber reference has been made to the steps taken to satisfy the United Kingdom Customs authorities that local manufacturers use nothing but Empire canvas and rubber. The books of these factories, also inward and outward invoices, are subject to checks by accountants who forward to the Customs periodical statements as to the evidence on which they base their certificates. The United Kingdom Customs authorities have expressed themselves as satisfied with the evidence thus submitted.

Correspondence was also exchanged during the year with the United Kingdom Customs authorities arising out of an enquiry from local manufacturers of canvas regarding the possible use of locally made canvas in shoes exported to the United Kingdom under Imperial Preference. A reply was received that, before a definite assurance could be given that the use of locally made canvas would not invalidate the title to Preference of the footwear, costings would be required, also evidence as to the origin of the raw cotton in yarn used. At present factories continue to use canvas manufactured in the United Kingdom.

Correspondence was also exchanged in regard to laces accompanying shoes exported to the United Kingdom under Imperial Preference. Hitherto, duty had been charged on the laces on importation of the shoes into the United Kingdom, the reason being that although manufactured in Hong Kong, costings establishing their claim to Empire content were not practicable. On October 12, a notification was received that in cases where each shoe had a lace threaded through one or more eyelets, separate qualification would not be required for the laces, the two being regarded as one for Preference purposes.

#### Flashlight Torches.

During the year, shipments of Hong Kong manufactured flashlight torch cases were made to the United Kingdom, these complying with the requirement that accountants must certify that the manufacturers use nothing but British brass and forward to the United Kingdom Customs authorities periodical statements as to the evidence on which these certificates are based.

#### Socks & Stockings.

In reply to an enquiry as to the evidence which would be required for Preference purposes in respect of socks and stockings manufactured in Hong Kong, the Customs authorities intimated that costings should be prepared for each type of sock and stocking manufactured, giving particulars of the quantity and value of the materials used in each

case and certified copies of invoices of purchase of all yarns used, together with manufacturers certificates of origin for all yarn claimed to be of Empire origin. Further evidence required would be a statement as to the steps it was proposed to take to segregate Empire from non-Empire yarn and a statement from accountants that the arrangements would suffice to enable them to ascertain the origin of the yarn in each and every pair of socks or stockings it was intended to export to the United Kingdom.

#### NEW ZEALAND REQUIREMENTS.

The following circular was issued to members under date August 17, 1938:—

“As exporters are aware, Empire made goods are accorded Imperial Preferential rates of Customs duty on importation into New Zealand, subject to satisfactory evidence that they contain 50 per cent. Empire content. Hitherto, declarations as to Empire content by manufacturers or suppliers in the “Combined Certificate of Value and of Origin and Invoice of Goods for Exportation to New Zealand” have been accepted by the New Zealand Customs, subject to the goods also being accompanied by a Hong Kong Imports & Exports Department certificate in the old form (i.e. a certificate of Hong Kong manufacture but no declaration by accountants or by the Imports & Exports Department as to Empire content).

“The Chamber of Commerce was informed by the Secretary of State for the Colonies that the new June 1, 1938, requirements as to a combined Imports & Exports and accountants certificate verifying Empire content only applied to Colonies granting Preference. This does not, of course, debar the Dominions from requiring similar evidence if they so desire and it would appear from a letter received by a local firm exporting Hong Kong manufactured goods to New Zealand that the Customs authorities there intend to insist in future upon the production of the combined Imports & Exports Department and Accountants certificate.

“Our members write that two of their shipments covered by the Imports & Exports Department certificate in the old form have been stopped by the New Zealand Customs authorities. Fortunately, they are able to support these certificates by Accountants' costings, but unless the Chamber can prevail on the Customs authorities to defer



the reported new ruling, difficulty may be experienced in clearing recent shipments through the Customs there.

"A letter has been addressed to the Comptroller of Customs, Wellington, asking for information and requesting—in the event of confirmation as to the reported new ruling—that its enforcement be deferred until such time as exporters here have been given the opportunity of complying with the new requirement."

#### Reply from Wellington.

On October 19, 1938, the following reply from the Comptroller of Customs was circulated to exporters and accountants:—

"I have to acknowledge receipt of your letter of the 17th ultimo and in reply to inform you that a combined certificate from the Imports & Exports Department and a Chartered Accountant in support of the certificate of origin on invoices for goods imported from Hong Kong is not required by this Department.

"I may say that it was decided in January last that duty under the General Tariff should be secured in respect of apparel manufactured in Hong Kong. This action was taken as enquiries which had been made indicated that the qualification of such goods to preference was very doubtful. An investigation will be made into each shipment and the deposit returned if it is found that the apparel is entitled to entry under the British Preferential Tariff.

"An importer was advised recently that a combined certificate from the Superintendent of Imports & Exports and a Chartered Accountant could not be regarded as satisfactory evidence in support of the certificate of origin on an invoice for apparel from Hong Kong but that a certificate with the following substituted for the second paragraph in the form would be of assistance in determining whether the goods were entitled to Tariff Preference:—

'We hereby certify that we have examined the inward invoices and manufacturing records of the factory of . . . . . and are satisfied that each and every article referred to in the preceding paragraph has a British Empire content of not less than one half, such content having been ascertained in accordance with the Customs (Tariff Preference and General) Regulations 1936 of New Zealand.'

"The production of such a certificate would not, as stated above, be insisted upon and the certificate would be regarded as in support of and not in substitution for the certificate of origin required on invoices for goods the produce or manufacture of Hong Kong."

In the last Annual Report (pages 42-57) reference was made to an intimation from the Secretary of State for the Colonies that, to qualify as Empire goods for purposes of exemption from quota restrictions on non-Empire goods imported into other British Colonies, Hong Kong manufactured piece goods (i.e. woven cloth in the piece, of cotton or artificial silk or a mixture of both) would require to be certified as "spun, woven and finished in the Empire." The ruling does not apply to made-up goods. Local manufacturers of cotton goods were given until October 31, 1937, to clear orders already booked and, after that date, those factories continuing business to Empire countries where textile quotas legislation exists, confined their purchases of yarn to Indian sources. Accountants are required to verify the declarations of manufacturers that the goods are woven and finished in Hong Kong from Empire yarn.

During the greater part of 1938 business continued to be done with Colonial markets (principally Malaya) in locally manufactured cotton cloth, woven and finished here from Indian yarn. During this period, owing to the effect on Shanghai mills of Sino-Japanese hostilities, supplies of North China yarn were somewhat restricted and there was little difference in the price of Indian yarn. During the latter part of the year, however, when adequate supplies of North China yarn were available at cheaper prices, factories doing business under textile quotas legislation were handicapped in that they are required to use Indian yarn exclusively and are unable to compete in non-Empire markets with factories using North China yarn.

#### Use of Pure Silk: A Ruling Given.

With reference to the question which was raised with the Secretary of State for the Colonies (Annual Report for 1937 pages 55-57) regarding the use of real silk of Chinese origin in cotton and artificial silk mixture cloths manufactured locally, advice was received that the "spun, woven and finished in the British Empire" requirement under quotas legislation applies to the whole fabric and not merely to the cotton and/or artificial silk component. Hong Kong manufactured goods containing real silk could not therefore be accepted as Empire goods under textile quotas legislation unless the silk was spun in Hong Kong.

The difficulty was overcome by arrangements being made whereby pure silk used in the manufacture of these cloths is now spun in Hong Kong, the finished cloth being duly certified by accountants.



## HONG KONG RUBBER SHOES.

### UNITED KINGDOM MANUFACTURERS' PROPOSALS FOR LIMITATION OF OUTPUT.

In the Annual Report for 1934 (pages 18-20), reference was made to an intimation from the Secretary of State for the Colonies that the imposition in the United Kingdom of an import quota on rubber footwear manufactured in Hong Kong and Malaya was under consideration, the figures contemplated being one-and-a-half million pairs per annum for Hong Kong and one million pairs for Malaya. At the request of Government, the Chamber submitted its views regarding the suggested quota and nothing further was heard of the proposal until early in 1938 when local exporters received information from their London connections that English and Canadian manufacturers were desirous of obtaining agreement by Hong Kong to a voluntary arrangement whereby imports of rubber shoes into the United Kingdom from Empire sources would be regulated by quota.

The first official approach to Hong Kong was made to this Chamber by the Canadian Chamber of Commerce in Great Britain which, writing on June 20, intimated that Canadian manufacturers had addressed a letter to the United Kingdom manufacturers agreeing to restrict, by quota, their imports to the United Kingdom as a means to stabilising the United Kingdom market, on the express condition that other Empire countries would similarly agree to a restriction. The Canadian Chamber requested that the Hong Kong Chamber ascertain whether the Hong Kong manufacturers were prepared to agree to a restriction by quota of their exports to the United Kingdom on the basis of an agreed percentage of the total market.

In replying to the Canadian Chamber on July 5, it was intimated that Hong Kong manufacturers were prepared to give sympathetic consideration to any concrete proposals put forward. This statement was based on views expressed by the local manufacturers at an informal discussion with the Imperial Preference Sub-committee of the Chamber on June 13.

The next stage was an official approach by the United Kingdom manufacturers to the Colonial Office in London as a result of which the Hong Kong Government on July 7 asked for the Chamber's views

in regard to a suggestion that a representative or representatives of United Kingdom manufacturers pay a visit to Hong Kong with a view to discussing the possibility of some regulation of supplies of rubber footwear from Hong Kong to the United Kingdom.

In replying to the Government on July 11 the Chamber submitted that Hong Kong rubber footwear met a demand for cheap goods which would not otherwise exist and that negotiations could not be usefully entered into until the United Kingdom manufacturers submitted facts and figures on which they based their suggestion for the proposed restriction of importations from Hong Kong. The view was also expressed that negotiations could not be carried very far without knowing the attitude of other Empire manufacturing countries. The Chamber was informed by the Hong Kong Government that a telegram based on the views expressed by the Chamber had been forwarded to the Secretary of State for the Colonies.

Towards the end of 1938, information was received that Mr. S. T. Rowe, representing United Kingdom manufacturers of rubber footwear, would arrive in Hong Kong on January 5, 1939, to discuss the subject. Mr. Rowe duly arrived and held discussions with the Imperial Preference Sub-committee and the local rubber footwear manufacturers during the ensuing three weeks. The following is a summary issued on January 31, 1938, to those interested:

#### United Kingdom Manufacturers' Case.

The United Kingdom manufacturers' case was that, after the introduction of the crepe sole shoe about 1924, the manufacturing industry developed considerably. Home manufacturers did not reap what they considered their rightful share of the benefit on account of severe Japanese competition. This was suppressed by action under tariffs, but was immediately succeeded by Hong Kong competition, which was duty free under Imperial Preference and therefore could not be excluded.

The Hong Kong competition is in the low-priced class, but the United Kingdom manufacturers also complain of competition in the high-priced class from Canada, and it is their desire to arrive at an agreement with both countries for a voluntary limitation of export to the United Kingdom market. The Canadian manufacturers have expressed sympathy with the proposal, provided Hong Kong is also willing to co-operate. Mr. Rowe therefore sailed to Canada from Hong Kong.



If nothing is done, the United Kingdom manufacturers state that there will inevitably be agitation, both from manufacturing interests and from trade unions, for a modification of Imperial Preference. The argument against Hong Kong will be "unfair competition" from workers on scales of wages lower than those which prevail in the United Kingdom.

United Kingdom manufacturers state that Hong Kong exports have almost completely eliminated their footwear from other British markets, while Japanese competition has captured the foreign markets. It is only reasonable, they urge, that they should have at least 50 per cent of their own home market in the lines in which Hong Kong competes.

Hong Kong exports to the United Kingdom of summer footwear have risen from approximately 2,000,000 pairs per annum between 1934/1936 to 4,540,000 in 1937 and 5,428,000 in the first nine months of 1938. This great increase caused the United Kingdom manufacturers, who had been making frequent representations to Government authorities during the last few years, to become seriously alarmed, with the result that they had sent Mr. Rowe to Hong Kong to see if a voluntary limitation scheme could be brought about. Mr. Rowe brought confidential figures showing that importations from other countries were beginning to exceed home production in sports shoes, principally on account of importations from Hong Kong, which seemed to be ever on the increase.

With reference to the claim that Hong Kong shoes met a hitherto unsatisfied demand for a low-priced article, Mr. Rowe admitted that to some extent a market had been created, first by the Japanese shoe and subsequently by the Hong Kong shoe, but he declared that the presence of so many low-priced articles on the market was detrimental to the Home manufacturers, who thereby lost many potential customers and found themselves unable to expand their business in proportion to the expansion of demand. They were compelled, also, to reduce their prices to uneconomic levels on account of the Hong Kong competition.

Mr. Rowe also said that the low price to which competition had brought the Hong Kong shoes was in itself an objection in the eyes of United Kingdom manufacturers, who suggested that Hong Kong manufacturers could help them, and at the same time help themselves, if they would make fewer shoes at higher prices, instead of increasing

output to compensate for low prices. He urged local manufacturers to form an association and fix prices from factory to consumer through all intermediate stages.

The United Kingdom manufacturers asked Hong Kong manufacturers to enter into a price-maintenance agreement (with 10 per cent increase of prices) and into a voluntary limitation scheme for a two-year period and to undertake to limit output to the United Kingdom to

4,000,000 pairs of summer footwear,  
500,000 " " plimsolls,  
250,000 " " boots

and to promise not to develop in other lines of footwear. There would be a breaking clause in the event of the position being affected by new competition coming into existence elsewhere, e.g., in another British Colony.

#### Chamber of Commerce Committee Views.

After various meetings with Mr. Rowe, the Imperial Preference Sub-committee presented a report, which the General Committee, by a majority, adopted.

The Committee discussed the bearing of the confidential figures provided by Mr. Rowe and showed that from 1934 to 1937 United Kingdom manufacturers had in fact had more than 50 per cent of the Home consumption. It was only in 1938 that, for the first nine months, the total showed the United Kingdom manufacturers' productions to be below 50 per cent of the total, and this might not be the case on the whole year's figures. Total United Kingdom output of rubber footwear was well maintained and even in the class in which Hong Kong competed there was a reasonable maintenance of output.

The inference was that Home manufacturers tended to over-stress the effects of Hong Kong competition. The Imperial Preference Sub-committee's view was that Japan created a market (to which Hong Kong succeeded) for a cheap shoe attracting a class of consumer which did not previously exist, and for whom the Home manufacturers were unable, on account of higher labour costs, to cater. Their most serious competitors appeared to be the Canadian manufacturers operating in the higher priced class.

The Sub-committee was unable to recommend acceptance of the proposal that Hong Kong manufacturers should sacrifice a large



portion of the United Kingdom trade which it already had, by agreeing to a limitation of output which would put them back to the position attained two years ago.

The maintenance of Hong Kong was important for Imperial reasons: therefore industrial development and provision of employment in the Colony should be encouraged, especially at the present time when hostilities between Japan and China seriously reduced the Colony's entrepôt trade.

The Sub-committee took the opportunity of correcting two mistakes in the statement by United Kingdom manufacturers. There had been no transference of capital from Japan to Hong Kong in the rubber shoe industry. The money invested was local capital. The workers were permanently resident in the Colony and were in the category of semi-skilled labour. The industry used exclusively rubber from British Empire countries and canvas from Lancashire. Thus it provided two-way freight, principally for British ships.

Obstacles to an agreement for such a limited quantity as 4,000,000 pairs in the principal lines appeared to the Sub-committee to be insuperable. In the first place, no machinery existed for preventing the establishment of new factories, which was likely to occur if higher prices made the business more attractive. In the second place, one of the factories was occupied almost exclusively with the manufacture of a large number of shoes for Messrs. Woolworth's chain stores, where they are sold at 6d. per shoe, or 1s. per pair. A ten per cent increase of price would not suffice to exclude Messrs. Woolworth's from the buying field. It was considered unlikely, under present conditions, that the Hong Kong output would increase any further. It was more likely to decline. The orders accepted during 1938 were evidently more than the factories could turn out efficiently.

The majority of the Sub-committee was of opinion that the industry would benefit, both here and in the United Kingdom, if local rubber shoe manufacturers would enter into and adhere to a price-maintenance agreement; also that, to forestall agitation adverse to Hong Kong's interests under Imperial Preference, it would be advisable for the manufacturers to agree to a voluntary limitation of output. The figure of 4,000,000 pairs of summer footwear suggested by United Kingdom manufacturers appeared impracticable in all the circumstances, but the Sub-committee suggested that a figure lower than 1938 production be considered.

The Sub-committee recommended that the Chamber of Commerce invite the rubber shoe manufacturers to do their utmost to reach an agreement on the lines above indicated.

#### Meeting with Local Manufacturers.

On January 20 a meeting of the General Committee and Imperial Preference Sub-committee was convened by the Chairman of the Chamber. The Hong Kong rubber footwear manufacturers were invited to attend and hear a statement by Mr. Rowe. The Hon. Mr. S. Caine (Financial Secretary to the Hong Kong Government) and Mr. E. W. Hamilton (Superintendent of Imports & Exports) also attended by invitation.

Mr. Rowe's statement to the manufacturers was on the lines already set forth, except that he amended his proposal as to limitation of output in one particular. In view of what he had learned as to the Woolworth order he increased the figure of 4,000,000, suggested as the limit for summer footwear, to 5,000,000, the other points to remain the same. He added that the proposed limitation was strictly conditional upon price control.

The point of view expressed by merchants present was that—whether or not the United Kingdom manufacturers were considered to have made out a good case—limitation of output was desirable, at once to remove the cause of agitation in the United Kingdom and to improve the conditions under which the business is done.

#### Possibilities of Help from Governments

As the opinion had been expressed that, without some help from the Government, limitation of output would be difficult to achieve, the Hon. Mr. S. Caine, Financial Secretary to the Hong Kong Government, was asked to give the meeting the benefit of his wide experience at the Colonial Office, where similar problems under restriction of production might have arisen.

The Hon. Mr. Caine made it clear that he was expressing his personal opinion and did not wish to be regarded as committing the Government. Without saying that the Government was pressing the manufacturers to come to an agreement, he thought the Government would prefer to see a voluntary agreement rather than that there should be agitation at Home directed to the withdrawal of the privileges of Imperial Preference, which might affect much wider interests than



rubber shoes. There would be difficulties in a purely voluntary control and he thought that the Government would be prepared—if requested by the manufacturers—to give what assistance they could in enforcing an agreement of that kind.

The system of licences instituted to control the exports of raw materials such as rubber and tin would not quite meet the case, because the problem was to control exports to the United Kingdom only and to leave exports to other parts of the Empire unrestricted. An analogy could be drawn from the control of exports of Colonial sugar to the United Kingdom market. A special preference on Colonial sugar was extended only to a limited quantity and therefore it was necessary for limitation to be placed on the exports from each sugar-producing Colony entitled to the special preference. That limitation was enforced through the machinery of a system of special certificates which were issued by the Government of the producing Colony, and on presentation of which the special preference was granted by the United Kingdom Customs Authorities. That scheme needed action not only by the Colonial Authorities but also by the Home Authorities and he could not, of course, say whether the Home Authorities would be prepared to consider doing their part in such a scheme. If the manufacturers here were desirous of entering into an agreement of that kind, and the Government came to the conclusion that it could only be enforced by that kind of machinery, it would be necessary to ask the Home Customs Authorities if they would co-operate with Hong Kong in administering it.

Asked whether the Government would be prepared to take any steps to prevent other factories from opening up in Hong Kong and so nullifying a voluntary limitation scheme, the Hon. Mr. Caine said that personally—and without committing the Government in any way—he would be reluctant to exercise any control over the establishment of factories as such. The way a scheme based on the sugar exports control system would work would be that manufacturers not already established in the trade would not receive certificates. They would still be free to export to other Empire markets and to foreign markets, if they could compete in spite of any tariff which might exist.

It was realised that manufacturing interests could not be expected to come to an immediate decision, but they were asked to hold a meeting over the week-end and let Mr. Rowe have their views on Monday, January 23, as he was to sail for Canada the following day. The manufacturers met continuously through the Saturday; Sunday was

occupied in drafting their reply; another meeting was held at 10 a.m. on Monday at which the draft reply was approved, and it was read to Mr. Rowe at another meeting at 11 a.m.

#### Hong Kong Manufacturers' Interim Reply.

The manufacturers found themselves unable to give Mr. Rowe more than an interim reply. They said that in principle the United Kingdom manufacturers' proposals were very sympathetically regarded: maintenance and control of prices was a subject which had occupied the minds of those engaged in the trade for a few years past, and it was bound up with limitation of output.

The manufacturers were mainly concerned with the preservation and development of the footwear trade as one of the leading industries in Hong Kong. Three obstacles suggested themselves to an agreement with United Kingdom manufacturers:—

- (1) The need for protection, under limited output, from the operation in Hong Kong of new factories;
- (2) The need for protection against factories at present established, or which may be set up hereafter, elsewhere in the British Empire;
- (3) The need for an assurance that the share of the United Kingdom market allotted to Hong Kong under limitation of output is not encroached upon by United Kingdom suppliers. With such an assurance there should be an undertaking to desist from propaganda against Hong Kong industry.

As to protection from new competition locally and from other parts of the Empire, the manufacturers remarked that action by the Hong Kong Government and by other Governments appeared to be necessary, and until there were assurances of effective action they could not commit themselves unreservedly.

Subject, however, to these points being satisfactorily cleared up, the Hong Kong manufacturers expressed their desire to co-operate with United Kingdom manufacturers in a system of control of the trade by a limitation of output.

The manufacturers proceeded to consider Mr. Rowe's proposal that Hong Kong output of summer footwear be limited to 5,000,000 pairs per annum. They held that, to avoid the necessity for periodical



adjustments of quantity, which might conceivably arouse arguments and delays to trade, and raise points difficult of amicable settlement, limitation should be based on a percentage figure which would remain fixed year by year and would automatically adjust the quantity of shoes represented, according to the rise and fall of consumption. This was considered preferable to fixing a quantity and reconsidering it every two years.

After examination of the confidential figures of home production and the total importations into the United Kingdom, the Hong Kong manufacturers said they sympathised with the desire of the United Kingdom manufacturers to have a major portion of their own market and they were agreeable to a reduction of the percentage which Hong Kong had in the year 1938. The reduced percentage figure which they suggested was equal to a quantity of 5,600,000 pairs for the year 1938 (as compared with Mr. Rowe's suggested figure of 5,000,000). In the event of the increased consumption for 1938 not being maintained, and in the future possibly being decreased, the percentage equivalent on decreased consumption would represent a correspondingly lower number of shoes imported into the United Kingdom from Hong Kong. On the other hand, any increase of consumption would be reflected in an increased number of shoes, although the percentage remained the same.

In view of the progress thus made, the Hong Kong manufacturers suggested that it would be in the best interests of all concerned for no further action, political or otherwise, to be taken by the United Kingdom manufacturers until such time as the investigations now proceeding in Hong Kong could be completed, and Government Authorities could satisfy Hong Kong as to the possibility of affording protection necessary to the fulfilment of the scheme.

The Hong Kong manufacturers undertook to proceed to the examination of the position as regards plimsolls and boots as soon as possible, and concluded:—

"In regard to the final point of Mr. Rowe's proposals, the Hong Kong manufacturers cannot undertake to subscribe to the limitation of output on shoes, boots and plimsolls being extended to cover the production of undefined goods, the question of which does not arise.

"A copy of this statement is being sent to the Chamber of Commerce with a request that it be forwarded to the Hong Kong Government for communication to the United Kingdom Government

Authorities concerned so that they may be fully acquainted with the efforts which are being made here, and the necessity for time to be allowed to bring them to a conclusion."

#### Mr. Rowe's Comments.

Mr. Rowe expressed himself as pleased and reasonably well satisfied with the document, as something which gave him bargaining power in Canada. He told the manufacturers that he would do all he could to stop any further political agitation against Hong Kong importations pending a final settlement. He appealed to the trade here not to swamp the United Kingdom market with goods manufactured for stock, before limitation came into effect (assuming a satisfactory method of overcoming the obstacles thereto).

The reply was that swamping was not likely to happen because the factories were fully occupied with goods on order. Moreover, manufacturers always avoided selling far forward at this time of the year because of possible fluctuation in the price of materials, and because they did not wish to establish new-season prices before the season was entered upon.

In communicating this information to the trade, the General Committee remarked that it would be seen from the foregoing narrative that trading interests had at the time nothing tangible to take into consideration as affecting their business operations. The scheme was still in the embryo stage and was so hedged with difficulty that it might never come into effect. It might be that, as a result of the discussions, the manufacturers would adopt a price control scheme, with limitation of output as a corollary, thus arriving in some degree at the result which the United Kingdom manufacturers desired to achieve.

#### Representations to the Government.

The General Committee of the Chamber communicated to the Hong Kong Government an account of the discussions which had taken place and requested that enquiries be made as to what could be done by Government authority here and elsewhere to protect the participants in a voluntary agreement to limit production from the effects upon such an agreement of new competition arising locally, and elsewhere in the Empire; also as to the possibility of the United Kingdom Customs authorities collaborating by agreeing to accept, free of duty, only that number of shoes, annually, provided for in the limitation scheme.



Further correspondence was exchanged between the Chamber and the Commissioner of Police during 1938 on the subject of the inconvenience caused in offices in the Central District by traffic noises (previous correspondence is summarised in the 1937 Report pages 16-17).

In a letter, dated April 22, the Commissioner of Police stated that the question had been given the special attention of the Police and prosecutions had been undertaken whenever the circumstances warranted. The letter continued: "At present the Police have no power to control the peregrinations of pedestrians. The question of jay walkers is still under consideration. Until legislation has been passed giving Police power to enforce certain rules for pedestrians, little can be done."

**Prosecutions for Undue Sounding of Horns.**

The view of the Committee that no improvement in regard to traffic noises had been noted was conveyed to the Commissioner of Police on May 4 and it was requested that a list be supplied of prosecutions for undue sounding of motor horns since the beginning of 1938.

The Commissioner of Police replied that fifty summonses had been taken out against drivers using their horns unnecessarily. In this connection, it was suggested that the Chamber obtain the views of the Hong Kong Automobile Association on the question of a twenty-four hour silent zone in the area bounded by Jackson Road, Queen's Road Central, Pottinger Street and Connaught Road Central.

**Views of Automobile Association.**

In passing copies of the correspondence to the Hong Kong Automobile Association, the Committee indicated that the Chamber would welcome the support of the Association in endeavours to secure an abatement of the nuisance caused by excessive traffic noises.

The Hong Kong Automobile Association replied on June 27 that, in the opinion of their Committee, the imposition of a "silent zone" would be fraught with too much danger unless legislation was introduced whereby pedestrians were afforded the means of crossing the roads in safety at regular intervals. It was also intimated that the Committee

were strongly of the opinion that the authorities should not limit their efforts to abate the nuisance merely to the registering of a few convictions, which had not had the effect of minimising the noise. Steps were being taken by the Association to collect data regarding unnecessary horn-blowing and bell-ringing.

**A Silent Zone Suggested.**

Replying on July 6, the Committee requested that the Chamber be kept informed as to the outcome of the investigations by the Automobile Association and the suggestion was conveyed that an experiment be made by the introduction of a twenty-four hour silent zone in certain defined areas, in conjunction with a limitation of speed to fifteen miles per hour and the posting up of notices in English and Chinese requesting the co-operation of pedestrians.

In reply to a reminder, the Automobile Association on January 24, 1939, forwarded copy of a report by the Association's supervisor, based upon observations at the junction of Pedder Street and Des Vœux Road. The view of the Association was expressed that no useful purpose would be served by posting up notices to pedestrians, as suggested by the Chamber, nor was the imposition of a speed limit considered of much advantage unless police were constantly on duty to enforce it.

**Report by Association Supervisor.**

In replying on February 17, 1939, the view of the Chamber of Commerce Committee was expressed that the institution of a speed limit would not need constant police supervision to be of some value in diminishing noise. The suggestion was conveyed to the Association that the supervisor's report be forwarded by the Association to Government, together with an intimation that firms in offices adjacent to these areas had not experienced any abatement of the nuisance. The Chamber also expressed willingness to consider supporting the Association's representations, and possibly adding further views, on receipt of copies of the correspondence.



The General Committee accepted, with regret, a recommendation by the Chinese Language School Sub-committee that the Chamber's classes in Cantonese Colloquial and Mandarin be discontinued as from November 30, 1938.

The Language School Committee's report, dated September 30, was as follows:—

"We have given careful consideration to the present working of the School and to its future.

"While convinced of the benefits to be derived from a good knowledge of the Chinese language and the necessity for the Chamber to provide facilities for the teaching thereof, the Sub-Committee is forced to the lamentable conclusion that the School, as at present constituted, falls very short of the essential standard.

"Briefly, the School has failed for the following reasons:—

- (1) Lack of direction from a European Director of Studies.
- (2) An insufficient number of pupils.
- (3) Lack of suitable accommodation.

"Careful consideration has already been given to ways and means of reorganisation, and all members of the Chamber have been circularised in order to ascertain the prospects of obtaining new pupils. The response is most discouraging and such as to rule out, on financial grounds, any question of the employment of a European Director of Studies.

"In these circumstances, the Sub-Committee have reached the conclusion that a school of adequate standard, and therefore requiring direction from a European Director of Studies, could only be maintained with financial assistance from the Chamber. Unless the Chamber accepts the view that adequate facilities should be provided and is prepared to provide the funds therefore, the Sub-Committee has, to its great regret, no alternative but to recommend that the School be discontinued as soon as conveniently possible.

"In submitting this recommendation, the Sub-Committee suggests that as the present honorary examiners have signified their willingness to act, the Chamber should still provide facilities for examinations, and, in addition (for the benefit of enquirers) keep a register of qualified Chinese teachers known to them."

### Sub-Committee's Recommendation Accepted.

In accepting the Language School Committee's recommendation, the General Committee decided that a circular should be issued annually to members, and if at any time there were indications of sufficient support, consideration would be given to re-opening the School.

The Committee's decision to discontinue the classes was circulated to members on October 19 and it was intimated that the services of the honorary examiners in Cantonese were still available for the Final Certificate Examination, the requirement for which is that a student shall be able to conduct his everyday business through the medium of Cantonese. Members were also informed that arrangements could still be made whereby students could take in Hong Kong the Shanghai Chamber of Commerce examinations in Mandarin and that a register of qualified Cantonese and Mandarin teachers known to the Chamber would be kept for the reference of members.

### Earlier Representations to Government.

Prior to the decision to discontinue the Chamber's classes a letter, dated June 7, had been addressed to Government stating that if a school for the teaching of the Chinese language to cadets and other civil servants was established by the Government, the Chamber would welcome the opportunity of considering with Government the merging of the Chamber's Language School with the new organisation. In this connection, reference was made to the presence in Hong Kong of Dr. Erwin Reifer, of Vienna University, and it was intimated that Dr. Reifer's methods had been tried in Hong Kong and found to be of great assistance to students.

The Government replied on June 28, as follows:—

"As you are probably aware it has for long been the practice to send Cadet Officers and Police Probationers to Canton or Macao for language study, and the syllabus laid down for their examinations makes individual tuition by single teachers almost essential. It is true that some years ago an attempt was made in connection with



the Chinese School at the Hong Kong University to conduct language classes for such officers, but this did not prove a success and the system of individual tuition was re-enforced. The Government has therefore no present intention of establishing such a school as is contemplated in your letter for the few officers concerned.

"As regards subordinate officers and others who (like most of the Chamber of Commerce students) must study the language after office hours, you have no doubt on record correspondence between your Chamber and this office between December 1933 and April 1934 which indicated that there was no response to the \*offer which was at that time circulated to all Departments of the Government. Here again, provided a candidate satisfies the examiners the Government is not disposed to enforce attendance at any school and indeed is of the opinion that for most of such candidates an hour with an individual Chinese teacher is preferable to an hour in a class however good the methods adopted in the latter case.

"I am to say that the Government has every sympathy with any movement which will increase the number of non-Chinese in the Colony who have a knowledge of the Chinese language and regrets that in this particular respect it is unable to give any practical assistance."

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\* NOTE. Following representations by the Chamber on December 18, 1933, that the classes for the study of Colloquial Cantonese, conducted by the Rev. H. R. Wells, O.B.E., under the auspices of the Chamber, might be of service to the subordinate officers of the Government, a circular was issued to Government Departments but no response was received.

## LONDON ARBITRATION AWARDS.

The Chamber was kept informed of discussions in London during 1938 arising out of dissatisfaction felt regarding arbitration awards of the General Produce Brokers' Association. In the Chamber's report for 1937 (pages 12 & 13) reference was made to negotiations between a "Sub-Committee of Shippers" in London and the General Produce Brokers' Association, the "Sub-Committee of Shippers" being representative of shippers, importers and merchants whose business is largely conducted under the various contracts of the Association. The Chamber was advised in April that the "Sub-Committee of Shippers" had been unsuccessful in prevailing on the Association to alter its constitution to permit the election of merchants or dealers as affiliated members whose activities, it was proposed, would be restricted to questions concerning arbitrations, appeals and contracts. The "Sub-Committee of Shippers" therefore recommended that future business be transacted through a new Association.

On August 3, 1938, members of the Chamber were advised by circular that, from records of discussions in London which had been received here, it would appear that the proposed new organisation would be embodied in an existing organisation under the amended title of The London Spice & Produce Trade Association, the rules of which regarding arbitrations would, it was reported, entirely meet the requirements of exporters. Members were also advised that draft contracts for the trades concerned were, it was understood, in course of preparation and London connections would doubtless be able to furnish further particulars.

In September the Chamber was advised from London that the General Produce Brokers' Association was desirous of re-opening discussions and that the question of forming a new Association had been held in abeyance. Towards the end of the year, copies were received of alterations which the General Produce Brokers' Association had carried into effect in regard to arbitration rules. These were considered at a meeting of interested firms in London on December 2 when the view was expressed that the alterations did not go far enough in meeting the wishes of shippers and it was decided to proceed with the formation of the new Association and the drawing up of contract forms and rules for arbitration. At this meeting it was stated that there was no question of the new Association interfering with the normal activities of Brokers or circumventing them in any way.



## Arbitrations on Cassia Oil.

Correspondence was also exchanged during the year with the London Produce Brokers Association on the subject of arbitrations in London on cassia oil.

In a letter dated April 4, the Chamber stated that merchants in Hong Kong were very much concerned at the rejection of shipments of 80/85 per cent. cassia oil and the absence of any information as to admixtures for breaking down purposes, the presence of which in small quantities would not lead to claims on the part of purchasers. It was submitted that it was essential, if business was to continue, that a definite standard be laid down as to analytical content and the London Produce Brokers' Association was asked to inform the Chamber what was required of 80/85 per cent cassia oil and what were the tests which members of the Association used in determining whether or not this oil was up to standard, in order that the same method of examination could be employed here before shipment.

In reply, the London Produce Brokers' Association forwarded copy of a report by a London firm of analytical chemists which it was stated had long experience of testing deliveries of cassia oils. The Chamber passed copies of the tests and figures therein described to the Government Analyst and to Mr. D. G. Glenn Allen, A.I.C., the latter of whom replied that he had obtained the same details from several London firms of analytical chemists and was now observing the standards therein laid down. These, stated Mr. Glenn Allen, were different from the standards previously observed in Hong Kong, and it was partly due to this divergence that there had been so many claims in the past.

As it was understood that the bulk of analysis work for cassia oils had lately been undertaken by Mr. Glenn Allen, the Export Committee decided that no further action was called for.

## TRADE OF COLONY IN 1938.

The Statistical Department of the Hong Kong Government reports that the combined values of the Colony's imports and exports of merchandise (excluding treasure) during the year 1938 amounted to \$1,130.1 millions (£69.9 millions sterling), as compared with \$1,084.4 millions (£66.9 millions) in 1937 and \$803.3 millions (£50.6 millions) in 1936.

In terms of local currency the total visible trade of the Colony increased by 4.2% in 1938 as compared with 1937, and by 40.7% as compared with 1936.

In terms of sterling the total visible trade increased by 4.5% in 1938 as compared with 1937, and by 38.1% as compared with 1936.

The increased volume of trade was principally due to the fact that during the first nine and a half months of the year Hong Kong was the main port of communication between South and Central China and other countries, Northern ports being affected by the Sino-Japanese hostilities. With the closure of the Pearl River and stoppage of railway communication in the middle of October, business was seriously affected and much of the cargo imported subsequent to that date was still stored in Hong Kong at the end of 1938 awaiting a favourable outcome of negotiations for the re-opening of communications. No further supplies of Chinese commodities for export were received in any quantity as from the middle of October.

The average T.T. sterling rate for 1938 was 1s.2.27/32d; 1937: 1s. 2.13/16d; and 1936: 1s. 3.3/16d.

The following comparative table shows total values of imports and exports of merchandise and also of treasure during the years 1938, 1937 and 1936:

	IMPORTS		
	1938	1937	1936
	\$	\$	\$
Merchandise .....	618,168,937	617,063,967	452,350,193
Treasure .....	9,601,218	386,448,955	72,728,408
Total: .....	<u>627,770,155</u>	<u>1,003,512,922</u>	<u>525,078,601</u>



	EXPORTS		
	1938	1937	1936
	\$	\$	\$
Merchandise .. . . . .	511,902,277	467,322,721	350,864,787
Treasure .. . . . .	188,123,656	395,226,524	143,815,433
Total: .. . . . .	<u>700,025,933</u>	<u>862,549,245</u>	<u>494,680,220</u>

The largest individual items of import during 1938 were as follows:—

Foodstuffs .. . . . .	\$152,441,000
Piece-goods .. . . . .	79,833,000
Oils and Fats .. . . . .	78,223,000
Metals .. . . . .	48,144,000
Chinese Medicines .. . . . .	19,593,000
Fuels .. . . . .	17,273,000
Machinery .. . . . .	17,136,000
Dyeing Materials .. . . . .	16,086,000
Paper and Paperware .. . . . .	14,743,000
Vehicles .. . . . .	14,140,000

The above are also the largest individual items of export as most imports are destined for China and adjacent markets.

Exports of China produce through Hong Kong were well maintained until the middle of October when the Pearl River was closed and rail communications stopped between Hong Kong and China. There were notable increases in the quantities of tea, wood oil, bristles, and egg products exported via Hong Kong during the first nine and a half months of the year, due to the diversion to Hong Kong of much trade which formerly found an outlet through Northern ports.

#### Report on Textiles & Yarns.

*Statistics of imports of textiles and yarn for the past seven years are recorded in tables appearing on a separate slip facing page 66.*

During 1938 the total importations of cotton goods amounted to 96.2 million yards valued at \$23.3 millions as compared with 107.3 million yards valued at \$24 millions during 1937.

Imports from Japan declined from 63.6 million yards valued at \$12.6 millions in 1937 to 26.6 million yards valued at \$4.9 millions in 1938.

The countries which increased their share of Hong Kong's import trade in cotton goods were North China, South China, the United Kingdom and India. Much of the total from North China was imported here for subsequent export to South China ports having transport facilities to interior points in Middle China. The respective figures for 1938 follow in million yards and million dollars (the figures for 1937 being given in brackets):—

From North China	48.0	valued at \$11.0	(32.6 at \$6.8)
„ South „	12.2	„ „ \$ 2.8	( 6.8 at \$1.6)
„ United Kingdom	6.6	„ „ \$ 3.6	( 3.5 at \$2.7)
„ India	1.5	„ „ \$ 0.3	(0.006 at \$0.001)

#### Cotton Yarn.

Imports of cotton yarn totalled 48 million lbs. in 1938, valued at \$31 millions, as compared with 36 million lbs. in 1937, valued at \$24.6 millions.

North China and India greatly increased their share of the import trade at the expense of Japan, the United Kingdom figures being approximately the same as in the previous year.

The continued growth of imports of cotton yarn from India is due to the extensive use of Indian yarn in local knitting and weaving factories to enable the goods manufactured therefrom to qualify for Imperial Preference and Textile Quota benefits. Most of the North China yarn imported into Hong Kong is re-exported to South China and Indo-China.

The cotton yarn import figures for 1938 follow in million lbs. and million dollars (the figures for 1937 being given in brackets):—

From North China	34.6	valued at \$20.2	(26.2 at \$14.6)
„ India	11.0	„ „ \$ 7.0	( 3.9 at \$ 2.4)
„ U.K.	1.5	„ „ \$ 3.0	( 1.6 at \$ 3.7)
„ Japan	0.8	„ „ \$ 0.6	( 4.3 at \$ 3.8)

#### Blankets: Wool Cotton & Union.

Total Imports of these classes were valued at \$1.75 million as against \$1.83 million in 1938.

The British total showed a large decrease from \$299 to \$177, whereas North China and Germany both considerably increased their



participation, the former to \$.514 as against \$.323, and the latter \$.656 as compared with \$.246. In both these cases imports mainly cover Cotton Blankets for Chinese Army use.

Italy lost considerable ground and only registered \$.179 as against \$.562. On the other hand "Other Countries" showed an appreciable increase at \$.188 as compared with \$.003.

#### Woollen Goods.

Importations of woollen goods totalled 1.8 million yards in 1938, valued at \$4.8 millions, as compared with 1.7 million yards in 1937, valued at \$3.8 millions. The United Kingdom, Italy and Germany increased their share in this trade at the expense of Japan. The figures in millions of yards and millions of dollars, with 1937 figures in brackets, are as follows:—

From U.K.	0.8	valued at \$2.6	(0.4 at \$1.5)
„ Italy	0.3	„ „ \$0.8	(0.2 at \$0.5)
„ Japan	0.4	„ „ \$0.8	(0.8 at \$1.5)
„ Germany	0.2	„ „ \$0.4	(0.08 at \$0.2)

#### Woollen Yarn.

Imports of woollen yarn totalled 208,000 lbs. in 1938, valued at \$652,000, as compared with 131,000 lbs. in 1937, valued at \$447,000. The United Kingdom, North China and Germany increased their share in this trade whilst that of Japan decreased considerably.

#### Artificial Silk Yarn.

For the first time for many years, artificial yarn from the United Kingdom figures as an important import into Hong Kong, the total imported from the United Kingdom during 1938 amounting to 396,000 lbs. valued at \$454,000. Importations from Japan totalled 211,000 lbs. valued at \$156,000 (814,000 lbs. valued at \$668,000 in 1937) and from North China 17,000 lbs. valued at \$17,000 (2,000 lbs. valued at \$1,150 in 1937).

#### Fuel and Oil.

KEROSENE:—Trade in South China decreased by about 22 per cent. in 1938 compared with 1937 and was the worst for many years. This is attributable entirely to the political situation. The Japanese blockade interfered with shipments and the extension of the

war area increased the difficulty of supply. Heavy depreciation in the value of national dollars caused prices in local small coin currencies to increase enormously with an adverse effect on consumption, and more recently the occupation of Canton by the Japanese and the closing of the Pearl River cut off the largest markets.

Trade in Hong Kong actually showed considerable gain over the previous year but this was due to a demand from smugglers and made up only a very small part of the losses elsewhere.

BENZINE (Hong Kong Market):—Prices remained unchanged throughout the entire year. Local consumption of motor/aviation gasoline showed a satisfactory increase of more than 20 per cent., reasons being as follows:—

- (1) Some increase in number of car/truck registrations.
- (2) Greater use of vehicles on account of the great increase in population due to refugees, a number of whom consist of wealthy Chinese.
- (3) The opening of the through road to Canton helped, but not to the extent that might have been expected. Several hundred trucks went over the border, having filled up in Hong Kong, but once over the border they did not return. Due to bombing etc. in Canton, little use was made of the road by passengers.
- (4) Aviation development was considerable. The Eurasia and Air France commenced visiting Kai Tak regularly, and Imperial Airways practically doubled their visits.

BENZINE (South China Market).—In the first few months of the year, about ten shiploads of motor/aviation gasoline arrived in Hong Kong, containing supplies bought in U.S.A. by the Chinese Government. These were gradually shipped to the interior—mainly North China Provinces, but some undoubtedly remained in Kwangtung and Kwangsi, and this contributed to the decrease of about 33 per cent. in the trade done in the former Province by the three locally established companies. There was wholesale commandeering of buses and trucks for Government use, and commercial concerns had a very lean time of it until about July when new trucks were ordered for carrying commercial cargo between Hankow, Changsha and Canton. Trade with these concerns grew rapidly, but disappeared when the Japanese occupied Canton in October. Kongmoon and Hoihow suffered, mainly through the



reluctance of the public to travel under ruling conditions. It is significant that trade in neighbourhood of the foreign possessions,—i.e. Macao Kwong Chow Wan—remained at approximately the same levels as 1937.

Total trade in Fukien decreased about 12 per cent., but this was entirely due to bad trade in Amoy caused by the Japanese occupation. Before that, trade was quite good, and in Foochow, due to large Government purchases, there was an appreciable increase. None of the independent oil imported at Hong Kong penetrated to this province.

A decrease of over 15% was registered in Kwangsi/Kweichow. Kweichow drew the whole of its requirements from Kwangsi, but this latter province consumed part of the independent oil, referred to above. The new road connections in the North and North-Eastern section of Kwangsi will undoubtedly lead to better trade when more settled conditions arrive, but at present the use of these roads is largely confined to Government trucks and official cars, which draw supplies from Government sources.

**PARAFFIN WAX:**—The decline in the value of the national dollar has necessitated the maintenance of relatively high prices in terms of local currency, but in spite of this and of political conditions generally, the total wax trade has been well maintained.

The total estimated consumption for the first ten months of this year compares with that for the corresponding periods of previous years as follows:—

January/October	1935	- - - - -	6,500 tons
"	"	1936	- - - - - 7,780 "
"	"	1937	- - - - - 8,500 "
"	"	1938	- - - - - 8,000 "

In Fukien Province trade suffered a set-back when the Japanese invaded Amoy, but of late dealers in outlying districts have renewed their supply communications and the Oil Companies are optimistic about future trade in this province. Actually, in Northern Fukien, in and around Foochow City, the New Life Movement, which is strong there, has gone some way to reducing the consumption of wax in the form of joss candles.

Throughout the year trade in Kwangtung Province has been good, but the Japanese landing at Bias Bay and subsequent events brought business of this nature practically to a standstill.

**LUBRICATING OIL:**—The consumption of lubricating oil in Hong Kong and South China for 1938 was considerably below that for the previous year. The development in industrial enterprises, which was taking place during the first half of 1937, came to an end with the commencement of hostilities while many of the existing plants had to close down due to the difficulties of moving their finished articles, or for reasons of financial stringency.

In many parts of the South the military have, from time to time, commandeered motor vehicles from bus companies, etc. and powered craft operating on the rivers. In most cases vehicles and craft remained idle while under Government control as they were held in reserve for use in military emergencies.

There was a considerable increase in purchases of lubricating oil for the National Government, but in most cases the oils went into consumption in North China. Such deliveries as were consumed in South China in no way compensated for the loss sustained through curtailment of ordinary commercial activities.

**DIESEL FUEL:**—Sales in 1938 showed a heavy falling off as compared to 1937 especially in Amoy and Canton, where the effects of Japanese blockade were being actively felt, but the consumption of the increased number of trucks fitted with diesel engines compensated to a certain extent.

Deliveries of ocean bunkers during 1938 showed a considerable increase over the figures for 1937. This is partly due to the fact that during 1938 the C.P.R. vessels lifted supplies of oil at Hong Kong instead of in Japan, and partly to a greater number of oil-burning vessels of other lines taking on supplies in Hong Kong during 1938.

#### Industrial Chemicals.

In spite of the severe bombing of Canton by the Japanese in the earlier part of the year, resulting in periods of complete stagnation of trade and industry, business in all lines in Hong Kong and Canton was maintained on level or better terms with the preceding excellent year, until Canton fell in October. This was of course due to diversion of trade to the Canton/Hankow route to Central China, following on the closing of the Yangtze route by the Japanese. Needless to state, sales of chemical products were severely affected by the fall of Canton, although in Hong Kong itself they have not suffered as severely as might have been expected. Japanese competition was extremely small throughout the year.



### Chemical Fertilisers.

As Central China is only a small market for fertilisers, the diversion of the supply route to South China had no effect towards increasing sales in Hong Kong and Canton. On the other hand, the hostilities did not directly affect business adversely to any great extent, as the selling season was over by the time Canton was captured.

Nevertheless, sales of chemical fertilisers dropped considerably in Western Kwangtung as compared with the previous year. This is attributable in part to the exceptionally dry weather experienced during the year, but mainly to the much increased prices at which fertiliser was being offered for sale. Higher prices were due, in the first place, to deterioration in exchange, and secondly, to the Chinese Government monopoly of this business, resulting in privileged Government agents holding out for high profits.

In eastern Kwangtung, however, sales of fertilisers through Swatow were excellent as a result of much decreased competition, and the increased business done there as compared with the previous year went a long way towards off-setting the decrease in western Kwangtung.

### Sugar.

World sugar values, as reflected by London terminal quotations, declined during the first part of the year. Disappointingly low prices were due largely to the realisation that, with consumption reduced in the Far East and uncertainty over consumption elsewhere, the first year export quotas allotted under the International Sugar Agreement were too high. In spite of a 5% cut in these made at the end of April it was not until September, when the first quota year had ended and a further reduction in quotas for the second year had been agreed, that prices took a turn for the better. Political tension in Europe also had some temporary effect, but when tension eased prices followed suit. Later as crop estimates in some countries pointed to reduced supplies, prices again became firmer and the expected absence of excesses over requirements made opinion more optimistic of seeing higher prices during the second quota year. This improved statistical position and absence of selling pressure by producers caused quotations to rise towards the end of the year above the high crisis levels, although not yet to the figures agreed as reasonably remunerative and aimed at in the International Sugar Agreement.

The behaviour of world prices as outlined above had its effect on Java's quotations for direct consumption sugars, also on Browns for refining, and on Hong Kong's second-hand prices with, of course, certain differences due to time lag, temporary stock accumulations, second-hand dealers' profit-taking and exchange considerations. Prices in December were thus higher than in January. The Hong Kong dollar guilder exchange was on the whole steady but the China dollar weakened sharply during the year.

Local consumption of Java sugars was well maintained and, considering the abnormal state of affairs, exports to Central and North China and to Kwong-chow-wan were reasonably good. As and when possible, sugars were also railed in small lots to Central China before the Japanese invasion of Kwangtung. During the earlier part of the year exports of refined sugars to North and Central China were extremely small owing to prevailing conditions in those areas, but during the second half of the year some improvement was seen.

Smuggling from Hong Kong was reduced owing to the Japanese blockade and the presence in Kwangtung of ample supplies of provincial sugars.

Kwangtung Government mills have all been partly or entirely damaged, though repairs are said to have been done to some. Total sugars produced by the Kwangtung factories have been estimated at about 240,000 piculs, a small part being railed to Central China and a substantial quantity being reported as still unsold by the selling monopolists at the time of the Japanese occupation, although reliable information is not easily obtainable.

The outlook for 1939 is fairly bright as regards price, but the continuance of disturbed conditions in the world in general and the Far East in particular is bound materially to affect the volume of trading in sugar that can be done by Hong Kong.

### Cement

Total imports of cement into the Colony during the year amounted to 939,391 piculs valued at \$1,772,132 and exports to 1,124,985 piculs valued at \$2,087,131. As in previous years the bulk of the exports went to British Malaya.

The plant of the Green Island Cement Co. was operated at full capacity during the whole of the past year and the entire output was



readily absorbed by the Government, Military and Naval Authorities, both in Hongkong and Malaya. There is every indication that these conditions will continue for some time to come. The plant is well supplied with all necessary raw materials.

Practically all imported cement originated from Indo-China. There were no imports of cement from Japan which in former years figured largely in import statistics.

#### Rope.

Imports and exports of rope by quantity during 1938 were higher than in the previous year, but values were slightly lower. The figures were as follows:—Imports, 13,457 piculs valued at \$334,415 (principal sources of supply the Philippines and South China); Exports, 25,961 piculs valued at \$670,713 (principal purchasing countries, North China, Siam, Netherlands and Malaya).

Demand for locally manufactured rope was fairly well maintained but a considerable impetus would be given to the export trade if there was a successful outcome of representations for extension of Imperial Preference benefits in India and certain other markets where at present there is no tariff distinction between Hong Kong rope and rope manufactured in non-Empire countries.

#### Shipbuilding Industry.

During 1938, two 10,000 ton vessels were undergoing construction in local dockyards (one was launched early in 1939) and several other ocean going and smaller craft.

#### Flour.

During the first three months of the year there was a fair demand from North China, during which period considerable quantities were shipped, although demand eased off later.

Local prices fell from mid-summer onwards due to lack of demand and lower world wheat prices. This drop was aided by the United States Government export subsidy effective early September, so that dealers with stocks had to reduce their prices to meet current figures for new arrivals.

The fall of Canton and suspension of business connection with Hong Kong seriously affected all flour merchants, as this was one of their largest markets.

Imports during 1938 of Flour into Hong Kong amounted to approximately three and a half million sacks.

General speaking, the year was not a successful one for flour merchants in Hong Kong for the above-mentioned reasons.

#### Gunny Bags.

Trade improved during the year assisted by a demand which set in during the third quarter from North China. Due to the hostilities and resultant exchange control, consumers in this market are now experiencing considerable difficulty in obtaining permits to import from Hong Kong, although apparently direct shipments from Calcutta are allowed.

Calcutta market remained fairly steady throughout the year but towards the close, a firmer tone was evident.

#### Paper.

During the first four months of 1938 there was considerable buying of all qualities at prices 25/30% higher than those which ruled during the closing months of 1937. During this period very considerable carry-over stocks from 1937 were disposed of, chiefly to Hankow.

By May/June trade with Hankow fell off considerably owing to continual disruption of the railway, mainly between Canton and Hankow, as a result of bombing. About the same period business with Canton became affected by the changing political situation. At this time large quantities of cargoes ordered in the early months of the year commenced

	1938	1937
From United Kingdom ....	\$ 86,473	\$ NIL
„ Australia .....	342,365	NIL
„ India .....	919,272	NIL
„ South Africa .....	2,013,381	52,500
„ North China .....	2,425,712	3,747,157
„ Indo China .....	1,281,603	780,865
„ Japan .....	5,277,985	7,989,889
„ Netherlands E. Indies	1,587,930	848,564
Total .....	\$13,934,721	\$13,425,258



World prices were also declining due to dearth of orders from China and other markets. An attempt on the part of producing mills in Europe to maintain stability in prices by curtailing output was unsuccessful. Prices showed signs of weakness in June and July and steadily deteriorated month by month to the end of the year.

It is generally thought that much of the losses sustained by merchants could have been alleviated had home Mills maintained prices at an economic level. Holders of Newsprint and M.G. Cap stocks were perhaps the hardest hit; for a period stocks changed hands with losses in excess of those above named. It must be remembered that in normal times large quantities of these two particular qualities are exported into the interior of China and although consumption of certain qualities increased in the Colony by some 10/15%, with Printings in the lead, this did little to offset the 65/70% loss of inland trade.

There was a heavy carry-over of high priced stocks into 1939 of most qualities with Newsprint, M.G. Caps & Wrappings leading.

During 1938, as during the foregoing years, Germany was still the main supplier for the China market. The total value of imports of paper into Hong Kong during the year under review amounted to \$14,743,056, the principal supplying countries being: Germany (\$2,250,797): Norway (\$952,175): United Kingdom (\$839,311): Japan (\$753,038): Sweden (\$522,959): Canada (\$99,304).

The total value of exports of paper from Hong Kong during 1938 amounted to \$10,381,749, the principal consuming districts being: South China (\$4,349,849): North China (\$1,210,920): Middle China (\$916,478).

#### Flour.

During the first three months of the year there was a fair demand from North China, during which period considerable quantities were shipped, although demand eased off later.

Local prices fell from mid-summer onwards due to lack of demand and lower world wheat prices. This drop was aided by the United States Government export subsidy effective early September, so that dealers with stocks had to reduce their prices to meet current figures for new arrivals.

The fall of Canton and suspension of business connection with Hong Kong seriously affected all flour merchants, as this was one of their largest markets.

the highest point of HK\$193 per picul was reached towards the end of the year.

The sources of supply of Chinese tin are the four provinces Yunnan, Kwangsi, Kiangse and Hunan, their importance ranking in the order named. Since the fall of Canton, the only Chinese tin to come to Hong Kong is that from the Yunnan province by way of Haiphong.

#### Tea.

The value of tea exported from Hong Kong in 1938 amounted to \$16 millions as compared with \$3.6 millions in 1937, the reason for this very considerable increase being the transfer of a large portion of China's export trade in tea from Shanghai and Foochow to Hong Kong, as a result of Sino-Japanese hostilities.

The values of quantities taken by the principal purchasing countries were as follows:—

United Kingdom .....	\$2,619,819
Malaya .....	749,611
United States of America .....	700,802

#### Coal.

Values of coal imported into Hong Kong during 1938 were slightly in excess of 1937 figures. It will be noted from the following comparative table that lesser quantities were imported from Japan and North China whereas South Africa supplied very considerably increased quantities and India, Australia and the United Kingdom again appeared as supplying countries to this market. Values of imports in 1937 and 1938 follow:—

	1938	1937
From United Kingdom ....	\$ 86,473	\$ NIL
„ Australia .....	342,365	NIL
„ India .....	919,272	NIL
„ South Africa .....	2,013,381	52,500
„ North China .....	2,425,712	3,747,157
„ Indo China .....	1,281,603	780,865
„ Japan .....	5,277,985	7,989,889
„ Netherlands E. Indies	1,587,930	848,564
Total .....	<u>\$13,934,721</u>	<u>\$13,425,258</u>



World prices were also declining due to dearth of orders from China and other markets. An attempt on the part of producing mills in Europe to maintain stability in prices by curtailing output was unsuccessful. Prices showed signs of weakness in June and July and steadily deteriorated month by month to the end of the year.

It is generally thought that much of the losses sustained by merchants could have been alleviated had home Mills maintained prices at an economic level. Holders of Newsprint and M.G. Cap stocks were perhaps the hardest hit; for a period stocks changed hands with losses in excess of those above named. It must be remembered that in normal times large quantities of these two particular qualities are exported into the interior of China and although consumption of certain qualities increased in the Colony by some 10/15%, with Printings in the lead, this did little to offset the 65/70% loss of inland trade.

There was a heavy carry-over of high priced stocks into 1939 of most qualities with Newsprint, M.G. Caps & Wrappings leading.

During 1938, as during the foregoing years, Germany was still the main supplier for the China market. The total value of imports large quantities was done with Australia in spite of a 20% increase in freight as from April 1938.

Up to the closure of the Pearl River, total exports from Canton during the year had been as follows (comparative figures for 1937 being given in brackets):

To United Kingdom: 78,015 Rolls (98,285)

To Continent of Europe: 81,383 rolls (83,253)

Since the closure of the Pearl River, trade has been brought to a standstill.

#### Chinese Tin.

The quantity of Chinese tin exported from Hong Kong during the past year was about 10% less than in 1937, due principally to the stoppage of demand from North China in consequence of hostilities there. The total shipped from Hong Kong in 1938 was 106,127 piculs (not including transshipment cargo), valued at HK\$16,318,000. The principal purchasing countries were the United Kingdom and the United States of America.

The local price fluctuated within comparatively narrow limits during the year; the lowest level was HK\$134 per picul in May and

the highest point of HK\$193 per picul was reached towards the end of the year.

The sources of supply of Chinese tin are the four provinces Yunnan, Kwangsi, Kiangse and Hunan, their importance ranking in the order named. Since the fall of Canton, the only Chinese tin to come to Hong Kong is that from the Yunnan province by way of Haiphong.

#### Tea.

The value of tea exported from Hong Kong in 1938 amounted to \$16 millions as compared with \$3.6 millions in 1937, the reason for this very considerable increase being the transfer of a large portion of China's export trade in tea from Shanghai and Foochow to Hong Kong, as a result of Sino-Japanese hostilities.

The values of quantities taken by the principal purchasing countries were as follows:—

United Kingdom .....	\$2,619,819
Malaya .....	749,611
United States of America .....	700,802
Indo-China .....	552,410
France .....	454,695
Australia .....	304,080
Siam .....	243,261
South China .....	206,372
Other countries .....	10,704,459

A considerable proportion of the exports recorded under the heading "Other countries" was shipped to Russia under a barter agreement between China and Russia, the export of tea from China being under the control of the Foreign Trade Commission of the Nationalist Government of China, offices being opened in Hong Kong. This barter arrangement adversely affected sales to other markets as sufficient supplies were not forthcoming to meet commitments with Russia and to supply demand from other sources. Prices were correspondingly higher for the same reason.

Most of the teas now exported from Hong Kong are of the green tea varieties although, prior to the severance of the Hankow-Canton railway as a result of Sino-Japanese hostilities, considerable quantities of black teas were exported via Hong Kong.

Other commodities which were exported from Hong Kong in 1938 in considerably increased quantities up to the stoppage of com-



mercial communication between Hong Kong and China in the middle of October, were wood oil, bristles and egg products, reports on which follow.

#### Wood Oil.

The volume of business in wood oil in Hong Kong during 1938 was more than three times that of 1937, owing to the fact that wood oil from Central China, which was formerly exported from Hankow, came also to Hong Kong as the shipping port, in consequence of the closing of the Yangtse River to trade. The total shipped from Hong Kong in 1938 was 822,462 piculs valued at \$39,762,205, the principal purchasing country being the United States of America, other smaller purchasing countries being Germany, France, the United Kingdom and Australia.

The local price fluctuated between HK\$38 and HK\$62 per picul during the Year.

#### Bristles.

Exports of bristles from Hong Kong in 1938 totalled 8,331 piculs valued at \$4,282,185 as compared with 633 piculs valued at \$464,000 in 1937. The principal purchasing countries were the United States of America, the United Kingdom, Germany and France.

#### Egg Products.

The value of exports of egg products from Hong Kong in 1938 totalled \$1,481,089 as compared with \$675,442 in 1937. The principal purchasing countries were the Philippines, Germany, the United Kingdom and the United States of America.

#### Cassia.

The total value for exports of South China cassia during 1938 amounted to \$1,117,200 of which \$504,569 went to India and \$275,921 to United States of America. This compares with exports valued at \$1,215,192 in 1937. Prices fluctuated between \$11-\$15 per picul. No further supplies were forthcoming after closure of the Pearl River in the middle of October. The value of Saigon cassia exports in 1938 was \$499,522, practically all of which went to the United States of America. This compares with exports amounting to \$401,826 in 1937. Prices fluctuated from \$39-\$50 per picul.

#### Hides.

The total value of imports of cow hides during 1938 amounted to \$2,483,251, as compared with \$4,274,553 in 1937, the main source

of supply being South China and lesser quantities imported from Siam, British Malaya and Kwongchow Wan. Exports totalled \$1,381,976 as compared with \$2,646,616 in 1937, the principal purchasing countries being Germany, Japan and North China.

The total value of imports of buffalo hides during 1938 amounted to \$1,394,895, as compared with \$3,194,140 in 1937. Imports from South China totalled \$611,570 and from Siam \$358,595. Exports in 1938 totalled \$1,215,691, the principal purchasers being the United Kingdom, Germany and France. This compares with exports totalling \$1,540,718 in 1937.

Considerably increased quantities of goat skins were exported from Hong Kong in 1938 (\$1,074,561 worth) as compared with 1937 (\$563,226 worth), the reason being the diversion to Hong Kong of quantities which normally find an outlet through Northern ports affected by the hostilities. The principal purchasing countries were the United States of America, Germany and other European countries.

#### Wolfram and Other Ores.

The total quantity of wolfram ore exported from Hong Kong in 1938 was 80,817 piculs valued at \$14,252,838, which is approximately the same as in 1937. The principal purchasing countries and the quantities and values taken are as follows:—France 27,558 piculs valued at \$4,940,927; Germany 24,615 piculs valued at \$4,494,702; Holland 18,660 piculs valued at \$3,114,933.

Exports of antimony regulus and crude totalled 49,501 piculs valued at \$2,212,248 as compared with 16,802 piculs valued at \$878,516 in 1937. The principal purchasing country was the United Kingdom and smaller amounts were taken by Germany and other European countries. Exports of antimony ore totalled 9,014 piculs valued at \$132,361 as compared with 47,256 piculs in 1937 valued at \$724,114. The United Kingdom and Belgium were the principal purchasing countries.

Manganese ore exports totalled 37,146 piculs valued at \$63,652 as compared with 720,073 piculs valued at \$1,089,867 in 1937. Japan was the principal purchaser.

Bismuth ore exports totalled 386 piculs valued at \$59,928 as compared with 637 piculs valued at \$81,084 in 1937. The United Kingdom was the principal purchasing country.



**Lard.**

As forecast in last year's report, exports of lard from Hong Kong decreased very considerably during 1938 as a result of the Customs ruling that, to qualify for Imperial Preference, lard must be produced from pigs bred within the Empire. Most of the lard manufactured in Hong Kong is from the fat of pigs which are imported here from China. The export figures were 35,188 piculs valued at \$884,008, as compared with 94,290 piculs valued at \$4,057,026 in 1937. It remains to be seen what the effect on Hong Kong exports will be as a result of the withdrawal of the United Kingdom duty on imported lard (from all countries) which followed the conclusion of the Anglo-American Trade Agreement.

**Ginger.**

Local prices were maintained on a higher level during 1938 as a result of an agreement between local Chinese dealers, the seasonal fluctuations being from \$18-\$25 per picul for cargo ginger and from \$24-\$33 for stem ginger. Exports were fairly well maintained to most markets as will be noted from the following comparative figures of values of quantities exported:—

	1938	1937
To United Kingdom .....	\$1,166,634	\$1,064,099
„ Holland .....	318,591	281,206
„ Australia .....	289,376	408,059
„ United States of America ....	171,726	236,030
„ Other countries .....	241,324	364,575
<b>Total .....</b>	<b>\$2,187,651</b>	<b>\$2,353,969</b>

**Other Exports.**

Quantities and values of other commodities exported from Hong Kong in 1938 with comparative figures for 1937 in brackets are as follows:—

Feathers—\$2,329,637 (\$4,525,476)
Firecrackers—\$4,647,436 (\$5,486,075)
Aniseed Oil—2,667 piculs valued at \$766,827 (3,344 piculs at \$900,003)
Cassia Oil—2,144 piculs valued at \$533,773 (3,074 piculs at \$716,822)

Peanut Oil—167,941 piculs valued at \$3,920,453 (125,810 piculs at \$3,717,575)

Teaseed Oil—73,725 piculs valued at \$1,804,387 (30,890 piculs at \$1,248,680)

Rattan Peel—\$958,524 (\$1,193,761)

Rattan Core—\$330,463 (\$569,897)

Rattan and Seagrass Furniture—\$559,506 (\$680,361)

Canes—\$125,863 (\$154,736)

**Hong Kong Manufactured Goods.**

The growth in exports of Hong Kong manufactured goods to other parts of the Empire under Imperial Preference and Textile Quotas regulations has been noted in past Annual Reports. Lesser quantities were shipped to the British West Indies and West African Colonies in 1938 on account of economic troubles in these territories, also owing to accumulation of stocks as a result of overbuying towards the end of 1937. Total exports of locally manufactured goods, however, compare favourably with the previous year as a result of increased quantities shipped to other countries, some of these—notably Siam, the Netherlands East Indies and the Philippines—being non-Empire countries where Imperial Preference does not arise.

The total values of exports of some of the principal locally manufactured goods in 1938, with 1937 figures in brackets, are as follows:—

Canvas Rubber Shoes .....	\$6,675,542	(\$5,486,659)
Singlets .....	\$5,019,924	(\$4,187,258)
Shirts .....	\$2,168,543	(\$2,387,664)
Socks .....	\$1,121,172	(\$1,427,680)
Other wearing apparel .....	\$3,426,077	(\$3,523,000)
Electric Torches .....	\$2,900,261	(\$3,670,609)
Electric Batteries .....	\$2,189,923	(\$1,840,956)
Hats .....	\$1,068,113	(\$1,225,904)

There is also a considerable export from Hong Kong of locally woven cotton and artificial silk cloth. This is not separately recorded in the Hong Kong Trade Returns, being grouped with similar cloths of Manchester and other origin imported into Hong Kong and exported to adjacent markets.



The Chamber of Commerce is indebted to Messrs. George Grimble & Co. for the following report on shipping and freight in 1938.

From a shipowner's point of view, the past year has again been satisfactory, but timecharterers experienced periods of uncertainty. Disturbing influences prevented charterers from forming forward decisions or opinions, consequently fewer long term timecharters were transacted for account of Saigon and Bangkok rice millers. On the other hand, warlike operations along the China Coast resulted in the voluntary opening of non-treaty ports to foreign steamers. The absence of Chinese tonnage and curtailment of coal exported from Japan, necessitating importation from other sources, were strong contributory factors to the greater demand for foreign tonnage employed for rice, coal and salt charters, and also assisted in maintaining trip charter rates at a remunerative level almost throughout the year.

The year began with a fair volume of tonnage available in Southern Waters seeking return trips Northwards. Although Saigon rice merchants were not keen on discharging steamers at Hong Kong during the Chinese New Year Holidays, owners encountered no difficulty in placing all their vessels either for rice trips from Bangkok to Hong Kong or Rangon/Hong Kong and Swatow or for coal trips from Samarinda to Hong Kong and Hongay/Hong Kong, Amoy and Foochow.

### Improved Demand for Rice.

Considerable purchases of rice for Canton and Swatow by representatives appointed by the Chinese Government in the early days of February brought further improvement in the freight market and induced Norwegian owners to fix their steamers outwards in the hope of securing long term timecharters. The berth rate Saigon/Hong Kong in early March jumped from 43 to 50 cents per picul, as also the Bangkok/Hong Kong berth rate from 75 to 85 cents per picul inside the Bar. Proportionately higher rates were also paid for coal and salt trips. In addition to numerous local steamers taken up for rice cargoes to Hong Kong, Bangkok charterers also accommodated several 6,000 tonners offered to them by London owners on lumpsum basis. Rates obtained in all directions offered further encouragement to charterers to embark upon timechartering tonnage, and by the end of March, timecharter rates were higher than at any time since 1919.

### Adverse Effect of Currency Restrictions.

Towards the end of March the freight market began to show signs of weakening. The Chinese Government placed under control remittances from North China to Hong Kong and Canton. This resulted in the collapse of the Shanghai exchange. Hong Kong rice exporters were unable to raise funds to pay for the heavy purchases of rice for Tientsin. Further shipments were therefore temporarily held up. The Hong Kong harbour was full of steamers with full cargoes of rice on board. Lighters in sufficient numbers for discharging these steamers could not be had, and even godown space was inadequate for the storage of the very large quantity of rice from Rangoon, Saigon and Bangkok. Shippers who had contracted for full cargoes on berth steamers from Rangoon to Hong Kong failed to fulfil their obligations. Offers made for further tonnage on timecharter were immediately withdrawn. For a time, business was completely at a standstill. Fortunately, rice merchants were allowed by the Chinese Government to import 250,000 quintals of foreign rice to Canton and Swatow free of import duty in early April and the local rice market recovered slightly.

In the middle of April and May the lull in tripchartering tonnage for rice cargoes was compensated by an active demand for prompt tonnage for berth cargoes from Hong Kong to North China. There were still enquiries for tonnage to lift coal cargoes from Hongay to Hong Kong, Swatow and Saigon, and Samarinda/Hong Kong as well as salt charges from Hainan Island/Bedingfield Point at rates which could not be considered unsubstantial.

### Situation Worsened By Air Raids

The freight market in June worsened considerably. Charterers were not disposed to add to their commitments in spite of Norwegian owners' willingness to entertain long term timecharters at lower rates. The decline in freight rates was accelerated by Japanese air-raids in Canton and Swatow, which, to a certain extent, brought business to a temporary halt. Bangkok millers, unable to employ their timechartered steamers in the Bangkok/Hong Kong rice trade, subchartered their vessels for rice cargoes from Bangkok to India combined with coal cargoes from Calcutta.

Six steamers with a total of 21,700 tons deadweight were lying idle in Hong Kong in early July. Faced with a reduction in freight earnings, and high prices for coal as well as the increase in wage scales



for Hong Kong owned British steamers, owners could not afford to entertain the poor rates offered by charterers. Being confident that the depression would be of short duration, these owners decided to keep their vessels for coastwise trading only. Norwegian owners accepted charters for salt trips to Canton. A contract for lifting 100,000 tons coal from Hongay to Shanghai between August and December was placed with British owners in Shanghai and French shipowners contracted for the conveyance of about 200,000 tons limestone over a period of about 12 months from Port Parseval to Hong Kong commencing September 1938. A British steamer of 4,500 tons d.w. performed a voyage Hong Kong/Vladivostock with 1,800 tons tea.

There was but little change in the freight market in August. To keep their steamers employed, owners had to be content with a further reduction in rates for coal from Port Redon/Hong Kong and for salt from Luichow Peninsula to Canton. By the end of August, the depression seemed to have spent itself. Exchange permits for the transfer of funds abroad were issued to Japanese charterers by their Government to enable them to take up British and Norwegian steamers on timecharter with payments of hires either in British Sterling or in Hong Kong Dollars. Thus the remnant of unemployed steamers was successfully worked off.

#### An Upward Movement In Rates.

With a fair volume of business offering for tonnage to perform Bangkok or Saigon/Manila rice trips, Hainan Island/Canton salt trips, it was evident that the freight market in September was staged for an upward movement in rates. Tonnage at owners' disposal was not plentiful and charterers had to advance rates to fill their requirements.

For a time, chartering activity was adversely affected by the heightening of the political tension in Europe. Owners as well as charterers preferred to wait for further developments although a 3 months timecharter for rice—Bangkok/Singapore was fixed towards the end of September.

October opened with a fair number of salt, rice and coal trip-charters, all transacted at improved rates, but rice shipments from Canton to Swatow and tripchartering for salt and coal cargoes to Canton virtually came to a standstill after the closure of the Pearl River on October 13.

The fall of Canton on October 21 created a new situation. The river traffic was completely closed to Hong Kong/Canton regular liners. Cargoes which accumulated in Hong Kong could not be shipped to the interior of China. Prompt Norwegian and British steamers were urgently needed for loading motor trucks, rails and railway sleepers, etc. hence to Fort Bayard and/or Haiphong and four ships were time-chartered for short terms for this intended purpose.

Rates obtained for tripcharters concluded in October and November varied but little with those in September. The freight market in December was quite steady though quiet. In this month there were enquiries for tonnage to load coal, lumber, salt and rice cargoes, but, as the volume of tonnage had already fallen short of charterers requirements, freights quoted at low rates were neglected. Several steamers which terminated their timecharters in Japan were re-delivered to owners. Although firm offers for 5,000 tonners on short term charters were made to Japan, business failed to eventuate on account of charterers' inability to obtain exchange permits from their own Government.

#### General Effect of Hostilities.

The year closed with a cheerful aspect for owners. In spite of a few steamers of 4,500/7,000 tons d/w., seeking timecharters, the shortage of small or medium sized vessels was keenly felt. As the new rice crop in Saigon is reported to be a good average one, a rise in rates is anticipated.

To appreciate fully the various factors governing the freight market, it should be borne in mind that the situation completely altered with the outbreak of hostilities between Japan and China in July 1937 as a result of which the whole fleet of Chinese merchantmen was either laid up, seized or destroyed. Chinese cargo junks and salt junks met with the same fate. The export of Japanese coal was greatly curtailed and Chinese coal from North China, Kailan coal excepted, was also conspicuous by its absence in the Hong Kong market. It was almost impossible to arrange for shipments of tea from Hankow to Vladivostock, salt from Haichow to Eching, or Hainan Island to Canton, coal from Pukow to Hong Kong or Canton and rice from Wuhu to Canton. Commercial restrictions were enforced in territories occupied by Japan. The Straits Government also lowered the passenger quota for emigrants from China to Singapore. In spite of all these factors, the



freight market was not crippled in any way, as merchants resorted to the importation of coal to Hong Kong, Philippines and Shanghai from South Africa, India, Palembang, Samarinda and Hongay. Many non-treaty ports were thrown open by the Chinese Government to foreign steamers. Salt cargoes from Chinese ports, which in former years, could only be landed in Chinese ports, could now be discharged at Macao or Fort Bayard. All this contributed largely to a freight market which was distinctly shaping in owners' favour. At the close, merchants were in close treaty for suitable steamers on long term timecharters. The future outlook is therefore still promising.

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## ANNUAL MEETING OF THE CHAMBER, APRIL 28, 1938.

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The Annual Meeting was held in Exchange Building on April 28, 1938, when the Acting Chairman, Mr. A. L. Shields, presided.

In moving the adoption of the report and accounts the Chairman referred to the hostilities in China which had developed into a major, although undeclared, war in which Hong Kong as a British Colony was neutral, but with which, in view of the large Chinese population, the Colony was deeply concerned. The hope was expressed that peace might soon be restored and that China might be free to resume the development she had begun in recent years.

With reference to expressions of regret at the previous Annual meeting, arising out of the sudden transfer of the newly appointed Governor of the Colony, Sir Andrew Caldecott, reference was made to the appointment of his successor Sir Geoffry Northcote and the Chairman stated that those who had come into contact with His Excellency would agree that their sense of loss was substantially mitigated by realisation of the wide experience and admirable qualities of judgment possessed by the new Governor. The hope was expressed that no necessity of State would interfere to prevent his completion of the full term of office at a time when reasonable continuity was never more desirable.

### Imperial Preference Requirements.

The Chairman summarised the new requirements for substantiating claims to Preference on behalf of Hong Kong manufactured goods (these are given in detail on pages 40/46 of this Report) and expressed the view that the new requirements were in the best interests of the Colony's industries and export trade. Reference was also made to an assurance by the Secretary of State for the Colonies that representations on behalf of Hong Kong would be made to those Dominion Governments which do not at present grant any substantial measure of Preference to Hong Kong.

With regard to local developments in commercial aviation, the Chairman intimated that the outbreak of hostilities, so far from hampering this development, had led to an extension of services between Hong Kong and China. There had also been a welcome acceleration in Imperial Airways' services between Hong Kong and Europe.



#### Reduction in Cable Charges Within the Empire.

The recent substantial reduction in charges for cable and wireless messages within the Empire was also mentioned. The Chairman stated that the introduction of an all-Empire flat rate was of particular benefit to Hong Kong because in the past it had cost substantially more to send a cable from Hong Kong to the United Kingdom than in the reverse direction. In view of the importance to trade of keeping cable charges as low as possible, the hope was expressed that the lead given by the Empire would result in a world-wide scaling down of charges.

In conclusion the Chairman expressed thanks to those members who had made special contributions to meet the loss on the year's working of the Chamber for 1937, and welcomed several new members. In view of the fact that the Chamber worked in the general interests of the whole business community, the hope was expressed that all firms of substance who were not already members would extend their support so that expenditure might be fairly divided amongst all who derived benefit.

#### Seconder's Speech.

In seconding the adoption of the report and accounts, Mr. D. F. Landale expressed the hope that the Chamber would take up with the Postmaster General the desirability of extending the hours at which letters were accepted for despatch by airmail, also with the Inspector General of Police the need for firmer measures designed to secure a reduction of traffic noises in the centre of the city.

The report and accounts for the year 1937 were unanimously adopted.

#### Other Business.

Messrs. Percy Smith, Seth & Fleming were re-appointed auditors to the Chamber.

The election of the following members by the General Committee was confirmed: The Begay Co., British Cigarette Co., Ltd., Channel Trading Co., Ltd., Chase Bank, China Bros. Hat Manufacturing Co., Messrs. Chuan Hing, Colonial Trading Co., Credit Foncier D'Extreme-Orient, Eastern Trading Co., Empire Trading Co., Messrs. Eu Tong-sen, Ltd., Fung Keong Rubber Manufactory, Ltd., Messrs. K. Hassaram & Co., Hong Kong Brewery & Distillery, Ltd., Hong Kong Rope

Manufacturing Co., Ltd., Hong Kong Rubber Manufactory, Ltd., Messrs. Li & Fung, Messrs. Linstead & Davis, Messrs. T. A. Martin & Co., National City Bank of New York, Messrs. G. Ramchand, Messrs. H. S. Rathour & Co., Messrs. Samuel K. Szeto & Co., Sun Ah Silk & Cotton Weaving Factory, Messrs. Thomson & Co., Wah Ngai Weaving Factory, and Messrs. Wang Kee.

The following were elected the General Committee for the ensuing year: The Hon. Mr. J. J. Paterson, the Hon. Mr. S. H. Dodwell, Mr. J. K. Bousfield, Mr. D. C. Edmondston, Mr. R. D. Gillespie, Mr. J. R. Masson, Mr. G. Miskin, Mr. K. S. Morrison, Mr. T. E. Pearce, Mr. G. W. Sewell, Mr. A. L. Shields, and Mr. H. V. Wilkinson, D.S.O.



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*APPENDIX*

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## THE COLONY AND PORT OF HONG KONG.

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The British Colony of Hong Kong consists of the island of that name, situate near the mouth of the Canton River, a tract of the mainland of Kwangtung Province, South China, and a number of neighbouring islands, the whole Colony having an area of about 300 square-miles. It is distant about 40 miles from Macao and 90 from Canton, the principal city of South China, which contains a population of upwards of two million people. Hong Kong may fairly be described as the commercial gateway of South China, an area inhabited by over eighty millions of China's dense population.

The following notes regarding the Colony are adapted from the admirable digest published in the Hong Kong Section of the "Directory and Chronicle of the Far East."

The harbour of Hong Kong is one of the finest and most beautiful in the world, having an area of seventeen square-miles, and with its diversified scenery and varied shipping, it presents an animated and imposing spectacle. The harbour consists of the sheet of water between the island and the mainland, and on both sides are lofty hills, formerly destitute of foliage, but now clothed, especially on the island, with young forests, the result of continuous afforestation work by the Government. The city of Victoria is magnificently situated, the houses, many of them large and handsome, rising, tier upon tier, from the water edge to a height of over five hundred feet on the face of the Peak, while many houses are visible on the very summits of the hills. Seen from the water at night, when lights twinkle among the trees and houses, Hong Kong is a sight not readily to be forgotten.

The central areas of the city are well built, the roads and streets are for the most part admirably made and kept, and many of the thoroughfares delightfully shaded with well-grown trees. The European business quarters occupies the middle of the city, but with the exception of this limited area almost all the lower levels, especially the Western District, are covered by a dense mass of Chinese shops and tenements. On the mainland extensive suburban and industrial areas have developed since 1920.



### Population.

A census taken in March, 1931, showed that total population of the Colony to be 849,751. On the island of Hong Kong there were 410,921; on the Kowloon Peninsula 264,675; in the New Territories 98,905, and afloat 75,250. Of the boat population, 38,854 were in Victoria harbour. The non-Chinese population, consisted of 44 nationalities, of which the following were the principal in point of numbers:—British civilians, 6,684 (3,756 males and 2,928 females); British Defence Forces, 7,682; Indian Civilians, 3,475; Indian soldiers, 1,270; Portuguese (born in Hong Kong, Macao, or China), 3,198; Japanese, 1,833; American, 494; Filipino, 338; French, 260 and German, 179.

### Trade and Industry.

Hong Kong is the centre upon which converges for distribution the merchandise of the rich and densely inhabited territories of South China, and whence radiates a very large proportion of the products of the Western World destined for Oriental consumers, of whom the neighbouring province of Kwangtung alone has forty millions to provide for. The varied products of the provinces and countries adjacent to Hong Kong find their way to the outside world through the well-established business "hongs" of the British Colony.

The total value of imports in 1938 amounted to \$618 millions and exports to \$512 millions.

The largest individual items of import are Foodstuffs, Piece Goods, Oils and Fats, Metals, Chinese Medicines and Fuels.

These are also the largest individual items of export since most imports are destined for South China and adjacent markets. South China produce and manufactures are also exported through Hong Kong, the principle items being wolfram and other ores, wood oil, cassia and other essential oils, cassia lignea, canes, mats and matting, hides and feathers. During 1938 large quantities of Central and North China products also passed through Hong Kong (notably tea, bristles and egg products) due to hostilities affecting North China ports.

The Colony possesses a large sugar refinery, a cement works, a rope works, a coal briquetting factory, many Chinese knitting and weaving factories, soap and perfumery factories, glass-blowing

establishments, cigar and cigarette factories of modern type, numerous native factories manufacturing rubber shoes, flashlight torches, firecrackers, vermilion, soy, baskets and rattan ware, native boat building yards, brick and tile manufacturing industries and granite quarries, etc. The manufacture of lard is also an important local industry. A Dairy Farm Company, under European supervision, supplies fresh milk and meat and also controls an extensive ice factory. The Colonial Government owns the British Section of a single line railway to Canton.

### Shipbuilding Facilities.

In shipbuilding, local yards have a world-wide reputation for excellence of workmanship and, with general engineering and repairs, they normally give employment to about thirty thousand workmen. In 1921, Hong Kong shipbuilding yards launched a greater number of vessels than the rest of the British Empire, outside the United Kingdom, put together. During 1938, two 10,000 ton vessels were undergoing construction in local shipyards (one was launched early in 1939) and several other ocean going and smaller craft.

Since the cession of the Colony, the British Navy has played an important part in the history of Hong Kong. The well equipped Dockyard is the main storing and repairing base for the China Squadron, which is generally in Hong Kong, in force, during the winter months. The Colony is also the permanent base for the flotilla of gunboats maintained on the Pearl and West Rivers connecting Hong Kong with the Southern China provinces of Kwangtung and Kwangsi.

### Airport Facilities

Hong Kong Airport, situated at Kai Tak and having facilities for marine and land aircraft, handled a large increase of traffic during 1938. The equipment of the airport includes W/T and R/T (short and medium wave) and D/F, aeronautical meteorological service, administration building, offices and workshops of operating companies, fuel and oil installations with tankage for some 7,000 gals. of petrol, and full night flying facilities for land aircraft including a 1,200,000 c.p. floodlight installed during 1938. A new terminal building has been constructed for traffic arriving by flying boat services; a slipway, pontoon and special mooring buoys are available for marine aircraft.

Hong Kong is connected by air services to all parts of the world and the following companies operate regularly from the airport:—



Imperial Airways Ltd., twice weekly to Bangkok connecting with the England-Australia trunk route.

Air France, once weekly to Paris via Hanoi.

Pan American Airways once weekly to San Francisco via Manila.

China National Aviation Corporation and Eurasia Aviation Corporation: the routes of these companies during 1938 were restricted by the Sino-Japanese conflict but services are maintained to Chungking and thence to certain other parts of China.

The number of passengers arriving at and departing from Hong Kong Airport has risen from 3,500 in 1937 to nearly 10,000 in 1938 and the amount of mail and freight from 76,000 kilos to over 320,000 kilos. The Empire "all-up" mail scheme was extended to include Hong Kong in September and this resulted in a very large increase in the weight of mail carried by Imperial Airways.

The Far East Aviation Company operates a flying training and engineering school at the airport with a fleet of five aircraft and fully equipped workshops. During the year 28 pupils of the School gained flying licences and 26 engineering certificates were awarded. The company's aircraft flew a total of 1,900 hours including the training of the Air Arm of the Hong Kong Volunteer Defence Corps, six Reserve of Air Force Officers and 160 hours for army cooperation purposes.

#### Finances.

Revenue for the year 1938 amounted to \$36,735,854 and expenditure to \$37,175,897, the estimated deficit being met out of surplus balances which at the end of 1938 amounted to \$13,562,234. The total debt at the end of 1937 was \$17,158,000, made up of \$4,838,000 4% Conversion Loan, 1933, repayable in 1953, against which a sinking fund of £54,325 was held; and \$12,320,000 3½% Dollar Loan, 1934. The latter is the balance of the original sum borrowed, \$14,000,000, which is being repaid by annual drawings at the rate of \$560,000 per annum. In a statement prepared on the occasion of the presentation of the Budget for 1939, the Financial Secretary intimated that the desirability of raising the balance of the 1934 loan (\$11,000,000) was kept continuously under review, but it had been impossible so far to meet loan expenditure by advances from surplus balances without reducing the Colony's cash resources below the necessary minimum figure.

Revenue during 1938 was obtained from the following sources:—

	\$
Duties on liquor, motor spirit, perfumed spirits and tobacco .. .. .	9,105,121.72
Port & Harbour Dues .. .. .	532,539.63
Licences & Internal Revenue not otherwise specified ..	15,098,620.05*
Fees of Court or Office etc. .. .. .	2,787,487.90
Post Office .. .. .	2,918,028.82
Kowloon-Canton Railway .. .. .	1,782,287.74
Rent of Government Property, Land and Houses ..	1,899,215.26
Interest .. .. .	104,750.87
Miscellaneous Receipts .. .. .	1,308,292.22
Land Sales .. .. .	1,199,510.47
<b>Total: .. .. .</b>	<b>36,735,854.68</b>

\*Nearly half of this item is represented by the collections from rates (17 per cent. on the assessment).

There are no duties upon Imports or Exports with the exception of Liquors, and Preparations containing more than ten per cent. of pure Alcohol by weight, Tobaccos and Light Hydrocarbon Oils (Motor Spirit) on which an Import Duty is imposed on local consumption only and not on Exports or on ships' stores. Under the Ottawa Conference Agreement a preference, consisting of a rebate of one-half the duty, is extended to Empire brandy and a preference of approximately ten per cent. to Empire tobaccos; motor vehicles not of British Empire origin are subject to a licence fee of 15 per cent. of their value on first registration in the Colony.

#### Method of Government.

The Government is administered by a Governor, aided by an Executive Council of Six official and three unofficial members. The Legislative Council is presided over by the Governor, and is composed of the Officer commanding the Troops, the Colonial Secretary, the Attorney-General, the Treasurer, the Secretary for Chinese Affairs, the Director of Public Works, the Inspector General of Police, the Harbour Master, the Director of Medical and Sanitary Services, and eight unofficial members, one of whom is elected by the Chamber of Commerce and another by the Justices



of the Peace. The remaining six, three of whom are of Chinese race but British nationality, are appointed by the Government.

#### Dock and Shipbuilding Yards.

Excellent dock accommodation and shipbuilding facilities exist in the Colony. The Hong Kong & Whampoa Dock Co., Ltd., a British Company, incorporated under the Hong Kong Companies Ordinance, 1865, on the 11th October, 1866, has three establishments, one at Kowloon Docks, Hung Hom, another at Cosmopolitan Dock, Tai Kok Tsui, both on the mainland and one at Aberdeen, on the south side of Hong Kong Island.

#### Kowloon Docks, Hung Hom.

This is the principal establishment of the company and has excellent facilities for docking, repairing and building all types of machinery and ships. The frontage to the sea is 3,000 ft. and on this are placed the following cranes:—One electric crane, having a maximum lift of 100 tons at 70 ft. radius, with a depth of water of 37 ft. alongside at low tide, one steam sheerlegs lifting 70 tons with a depth of water of 25 ft. alongside at low tide, and three 10 and one 7 ton cranes. Extensive railway lines are laid all over the works and in addition the railway from the 100 tons electric crane is linked up with The Kowloon Canton Railway.

The engine shops are fully equipped to cope with the repair and building of all types of steam and diesel machinery. Diesel engines on the Burmeister & Wain system are built under sub-licence to Messrs. Harland & Wolff Ltd. Belfast.

The docks and slips at this establishment are of the following dimensions:—

#### No. 1 (Admiralty) Dock.

Length .....	692 ft.
Breadth of entrance at bottom .....	88 ft.
Depth of water on keel blocks at ordinary spring tides .....	28 ft. 6 ins.

#### No. 2 Dock.

Length .....	434 ft.
Breadth of entrance at bottom .....	59 ft.
Depth of water on keel blocks at ordinary spring tides .....	18 ft. 6 ins.

#### No. 3 Dock.

Length .....	266 ft.
Breadth of entrance at bottom .....	38 ft. 8 ins.
Depth of water on keel blocks at ordinary spring tides .....	14 ft. 6 ins.

#### Patent Slip No. 1.

Length .....	240 ft.
Maximum beam of vessel .....	40 ft.
Depth of water on keel blocks at ordinary spring tides .....	15 ft.

#### Patent Slip No. 2.

Length .....	200 ft.
Maximum beam of vessel .....	36 ft.
Depth of water on keel blocks at ordinary spring tides .....	11 ft.

#### Building Berths.

In the west yard there are five building berths, each for vessels 400 ft. long and in the east yard there are two building berths, each for vessels 700 ft. long.

For the other two establishments the particulars of the docks are as follows:—

#### Tai Kok Tsui.

This is a secondary self contained yard, which is well equipped for all classes of repair work and has its own engine and boiler shops, foundry, sawmill, etc.

#### Cosmopolitan Dock.

Length .....	460 ft.
Breadth of entrance at bottom .....	57 ft. 3 ins.
Depth of water on keel blocks at ordinary spring tides .....	20 ft. 6 ins.

#### Aberdeen.

#### Hope Dock.

Length .....	435 ft.
Breadth of entrance at bottom .....	56 ft. 4 ins.
Depth of water on keel blocks at ordinary spring tides .....	21 ft.



*Lamont Dock.*

Length .....	326 ft.
Breadth of entrance at bottom .....	43 ft. 6 ins.
Depth of water on keel blocks at ordinary spring tides .....	15 ft. 3 ins.

**Taikoo Docks.**

In 1908 docks constructed by the Taikoo Dockyard and Engineering Co., Ltd., at Quarry Bay, just inside Lyeemun Pass, were completed. The dock is built to British Admiralty requirements. The dimensions of the dock are:—Length 787 feet; width at coping 120 feet; width at entrance 93 feet 4 inches; depth over sill at H.W.O.S.T. 34 feet 6 inches. A feature of the dock is the caisson, of the box-sliding type, weighing 400 tons and electrically controlled.

There are three slipways:—

*No. 1 Slipway*—1,030 feet long and 80 feet wide, capable of taking steamers up to 335 feet long, having a displacement of 3,000 tons.

*No. 2 Slipway*—1,110 feet long and 60 feet wide, capable of taking steamers up to 410 feet long, having a displacement of 4,000 tons.

*No. 3 Slipway*—993½ feet long and 60 feet wide, capable of taking steamers up to 300 feet long, having a displacement of 2,000 tons.

The building yard is equipped with a view to the construction of passenger and cargo vessels, turbine steamers, steam yachts, steam launches, tugs and lighters. The engine shops are most extensive and complete, capable of undertaking the building of all classes of steam engines, steam turbines and Sulzer Diesel engines. The establishment throughout is fitted with most up-to-date appliances.

The Electric Crane situated on the sea-wall lifts 100 tons at a radius of 70 feet, in addition to which there are Electric Travelling Cranes of 25 tons and 10 tons capacity serving the dockside and sea-wall.

The whole establishment is served by locomotives, waggons and steam travelling cranes.

**Wharves and Godowns.**

Cargo is handled both in midstream and at wharves. In the former case transit by means of lighter or native junk is the rule. Steamers surrounded five deep on either side by native craft are consequently a normal feature of Hong Kong Harbour.

The Hong Kong & Kowloon Wharf & Godown Company, Limited owns a water frontage 2,000 feet in length at Kowloon, the total area of its property being 1,201,350 sq. ft. It has eleven berths capable of berthing steamers up to 730 feet in length with a draught of 32 feet at lowest spring tides. Light railway lines facilitate the transfer of cargo to or from transit godowns or from steamer to steamer at the wharves. A railway siding connects the premises with the Kowloon-Canton Railway. The Company maintains a fleet of nine steam and motor tugs and launches and 113 lighters of from 50 to 250 tons capacity; its godowns (including separate buildings for extra hazardous, hazardous and non-hazardous goods and bonded warehouse for storage of dutiable goods) have a total capacity of about 300,000 measurement tons. An open space (343,343 sq. ft.) is also provided for storage of timber and other cargoes not requiring cover. The newer godowns are equipped with electric conveyors and electric cranes. Sixteen cargo cranes are operated on shore and five afloat, with a lifting capacity up to 25 tons. There is additional accommodation at West Point, the principal Chinese business quarter. A large staff of Swatow coolies, trained to handle cargo, is employed and housed by the Company, which also maintains an effective force of detectives and watchmen to prevent robberies and pilferage.

Holt's Wharf has a frontage of 1,600 ft. and an area of 108,000 sq. ft. The storage accommodation comprises five, four and two-storey warehouses with a capacity of 25,000 measurement tons. A fleet of tugs and lighters is also maintained. Both these wharves are connected by special siding with the railway.

In Hong Kong itself, adjoining the Chinese business quarter, the China Provident Loan & Mortgage Co., Ltd., own and operate a range of 23 godowns, covering a water frontage of some 2,000 feet, alongside which there is sufficient water at all tides to accommodate Chinese junks and lighters. By reason of this, and of the close proximity of the coastal and river steamers and their wharves, these godowns are almost exclusively utilised for the storage of sugar, flour, rice and general China produce, for which



cargoes discharge from ships in the stream is particularly favoured. The Company who operate as general bonded warehouse-keepers under licence by the Hong Kong Government, have set aside ample space for the storage of dutiable goods, and provide facilities for the landing, shipping and transshipment of goods in bond.

With cargo delivered from transit godown, the system is for consignees to obtain Agents' countersignature to their Bills of Lading, after which the Bills of Lading are stamped off for delivery at the Godown Office, and consignees go to the godowns where their cargo is delivered to them, seven days' free storage (not counting date of arrival) being allowed, after which overtime is charged. Only a portion of a steamer's cargo is taken direct by consignees from transit godowns, the balance usually being transferred to storage godowns under instructions from the consignees, the greater part of the merchandise being held under lien to the various banks. Warrants are issued from such cargo and the merchants issue Delivery Orders as and when required.

**Other Port Facilities.**

The Harbour has a depth ranging from 24 to 78 feet L.W.O.S.T. The rise of tide is about 8 feet O.S.T.

During the typhoon season there are special moorings and anchorages to which vessels can move with immunity from danger. A Rescue Tug operated by the Harbour Department is always available to assist shipping during typhoon weather. Steam fire floats are also available and the harbour is efficiently patrolled day and night by water police launches. Competent pilots are available to meet vessels at either entrance of the harbour by day or night.

There are daily sailings by coasting Companies' ships carrying cargo and passengers to all river and coast ports of Southern China, and to ports in the Far Eastern trade, as well as almost daily departures by ocean steamers to overseas ports.

Ample bunkering facilities are provided by private stocks of Coal averaging 60,000 tons, of which about one third is North China coal, and the remainder Japanese and Formosan.

The average stock of Fuel Oil for commercial bunkering is 55,000 tons. One Oil Company has berthing facilities for 2 vessels, and another company for 1 vessel alongside the Oil installation, with a water depth of 28 feet and 23 feet L.W.O.S.T.

respectively. Delivery can be given up to 600 tons an hour from wharf and 350 tons an hour from lighters.

A Waterboat Company, drawing its water from the Government reservoirs, has a fleet of 8 vessels carrying from 230 to 270 tons each.

The Government maintains a Commercial Wireless Telegraph Station at Cape D'Aguilar which has an average day range of 350 miles, and a night range of 700 miles. Continuous watch is kept.

**Harbour Charges.**

Buoys in the Harbour are owned by the Government as follows: 18 "A" Class for vessels 450 to 600 feet long, 28 "B" Class for vessels 300 to 450 feet long and 5 "C" Class for vessels less than 300 feet long. The charges are \$16, \$12 and \$8 per day respectively.

The Government imposes Light Dues of Two and four-tenths cents per ton on all Ocean ships, and nine-tenths of a cent per ton on all River steamers which enter the waters of the Colony. The sterling value of the above rates at \$1 equals 1s. 8d. is converted back into dollars at the average opening selling rate on London for the previous month.

Charges for permission for ships of 400-5,000 tons and over to work Cargo on Sundays are as follows:—

From Midnight to 6 a.m. ....	\$25 to \$ 87.50
From 6 a.m. to 6 p.m. ....	50 to 175.00
From 6 p.m. to midnight .....	25 to 87.50

**Capacity of Local Reservoirs.**

The capacity of local waterworks reservoirs is as follows:—

Jubilee Reservoir .....	3,000.00	million gallons.
Tytam .....	384.80	" "
" Byewash .....	22.40	" "
" Intermediate .....	195.90	" "
" Tuk .....	1,419.00	" "
Aberdeen (Upper) .....	173.23	" "
" (Lower) .....	80.00	" "
Wongneichong .....	30.34	" "
Pokfulam .....	66.00	" "
Kowloon (Main) .....	352.50	" "
" (Byewash) .....	185.50	" "
Shek Li Pui .....	116.10	" "
Shing Mun Reception .....	33.15	" "



The Jubilee Reservoir (named to commemorate the Jubilee of His Late Majesty King George V) was opened on January 30, 1937, construction having been begun at the beginning of 1933. The reservoir was constructed (at a cost of eight million dollars) to afford an additional supply of water to the communities of Hong Kong and Kowloon, which are separated by an arm of the sea about one mile in width and which have a combined population of between 700,000 and 800,000 people, a pipe line being laid on the bed of the channel so that water can be transferred from one side to the other.

The reservoir has a capacity of 3,000 million gallons and is formed by two dams, one known as the Shing Mun Dam and the other as Pineapple Pass Dam. The Shing Mun Dam is believed to be the highest in the British Empire, being 285 feet from river bed to crest.

## THE CHAMBER'S LIBRARY.

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## HONG KONG SHIPPING IN 1937 AND 1938.

[VESSELS ENTERED AND CLEARED.]

Class of Vessels.	1937		1938		Decrease		Increase		
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	
British Ocean-going .....	4,322	11,709,589	3,996	11,397,133	326	312,456	...	...	
Foreign Ocean-going .....	5,202	15,920,808	3,132	10,787,599	2,070	5,133,209	...	...	
British River Steamers ...	5,962	6,108,760	6,238	6,510,967	...	...	276	402,207	
Foreign River Steamers ...	1,733	733,360	542	119,109	1,191	614,251	...	...	
Steamships under 60 tons }	4,082	106,283	1,585	48,924	2,497	57,359	...	...	
Junks, Foreign Trade .....	12,481	1,612,924	9,177	666,652	3,304	946,272	...	...	
Total, Foreign Trade .....	33,782	36,191,724	24,670	29,530,384	9,388	7,063,547	276	402,207	
Steam Launches, Local Trade .....	19,379	654,719	19,072	653,625	307	1,094	...	...	
Junks, Local Trade .....	20,096	984,317	23,265	778,747	...	205,570	3,169	...	
Grand Total....	73,257	37,830,760	67,007	30,962,756	9,695	7,270,211	3,445	402,207	
					Net, .....	6,250	6,868,004	...	...



Exports from Hong Kong and Canton to Continent of Europe from 1924-1938.

	Bamboo	Canes	Cassia Lignea & Buda	China-ware & M'chdise	Feathers	FireCrackers	Hides	Human Hair	Mats and Matting	Minerals	Oil Essential	Oil Wood	Oils, Other
	bales	bales	cases	cases	bales	cases	bales	cases	rolls	pkgs.	cases	drums	drums
1924	9,490	10,887	39,428	3,953	9,034	633	...	9,539	134,555	13,139	3,165	...	...
1925	1,560	12,175	21,595	2,663	8,859	250	...	1,163	65,891	12,810	1,388	...	...
1926	500	4,554	1,150	820	3,256	24	...	458	18,373	10,866	1,147	...	...
1927	200	17,555	53,287	3,088	10,989	1,136	...	430	157,672	42,885	1,752	...	...
1928	500	13,570	46,826	2,535	12,506	674	...	363	135,573	33,051	2,222	...	...
1929	630	13,582	35,496	3,247	17,053	909	2,263	392	110,379	69,070	1,877	6,419	2,652
1930	757	14,949	42,749	3,669	11,858	937	2,171	191	139,309	94,940	1,107	3,025	548
1931	1,605	25,959	47,082	3,455	12,181	1,478	2,147	522	125,539	91,870	1,668	3,416	597
1932	1,871	18,829	41,352	1,650	10,713	514	1,151	314	139,029	70,996	1,989	6,716	1,711
1933	5,282	28,368	49,698	1,525	17,374	588	3,052	306	151,163	85,083	2,092	8,861	3,199
1934	5,657	31,934	49,280	1,002	15,387	996	3,546	528	151,652	81,752	1,883	12,610	1,369
1935	7,521	32,101	56,121	760	12,811	791	4,212	537	132,629	133,079	1,925	6,473	93
1936	5,456	30,265	40,784	935	13,361	328	4,745	669	132,159	127,156	2,038	8,027	64
1937	7,650	54,485	56,442	477	12,968	564	5,021	739	94,961	125,873	2,728	13,516	72
1938	5,534	25,675	17,500	1,548	12,696	786	6,382	418	89,858	316,051	1,824	27,438	214

  

	Preserves	Rattancore & Rattanware	Seagrass	Silk P. Goods	Silk Raw	Silk Waste	Star Aniseed	Sundries	Tea	Tin	Tobacco
	pkgs.	pkgs.	cases	pkgs.	bales	bales	cases	pkgs.	pkgs.	slabs	bags.
1924	17,251	43	...	530	37,523	11,769	2,900	24,318	755	1,108	16,876
1925	6,529	71	...	441	13,548	960	500	14,392	38	500	4,517
1926	13,976	20	...	128	562	187	650	11,183	27	83	2,744
1927	13,354	596	...	530	35,187	5,661	1,493	43,184	395	40	9,834
1928	10,164	1,124	...	560	39,578	10,337	1,642	32,286	300	...	18,642
1929	15,253	948	...	602	27,791	10,039	753	31,222	184	300	23,868
1930	15,301	1,561	...	407	18,674	5,247	495	46,100	291	...	10,581
1931	14,098	1,386	...	276	11,184	8,194	455	18,676	472	...	16,119
1932	14,764	2,749	...	231	6,318	896	1,140	9,236	131	8,099	9,617
1933	22,257	5,122	14,079	267	8,291	2,793	970	8,074	177	155,374	11,748
1934	13,699	2,517	16,672	349	6,905	4,033	1,520	12,855	876	130,386	9,495
1935	18,277	2,709	19,020	166	7,173	2,830	1,969	7,846	350	85,485	17,174
1936	15,376	3,649	16,361	196	3,909	984	491	10,153	854	76,250	6,101
1937	19,577	4,314	30,437	62	8,730	1,741	2,340	38,266	153	113,820	13,938
1938	17,522	4,906	39,140	69	5,015	1,818	2,190	54,947	29,531	111,649	10,964

Under "Sundries" is also included the following, each of which moved in small quantities: Galangal, Bristles and Tea Mats.

Exports from Hong Kong and Canton to Great Britain from 1924-1938.

	Bamboo	Canes	Cassia	China-ware, &c.	Chinese M'chdise	Feathers	Hides	Lard	Mats and Matting	Minerals	Oil Essential	Oil Wood
		bales	cases	cases	cases	bales	bales		rolls	pkgs.	cases	drums
1924	...	14,475	11,399	2,867	7,632	17,838	...	...	97,088	11,170	1,865	...
1925	...	13,495	722	2,367	1,982	11,065	...	...	49,267	6,513	954	...
1926	...	875	...	520	1,935	7,220	...	...	10,260	19,451	1,851	...
1927	...	15,125	4,900	1,220	2,059	18,697	...	...	92,499	8,101	2,053	...
1928	...	25,423	5,389	1,500	2,551	23,725	...	...	94,989	6,435	1,607	...
1929	...	21,078	1,810	1,719	2,728	19,572	1,921	...	93,965	13,982	3,767	3,248
1930	...	29,012	3,835	1,325	2,431	17,612	1,146	...	109,500	19,018	3,028	1,220
1931	...	49,135	8,033	1,348	1,646	18,655	2,135	...	195,804	8,348	2,271	1,284
1932	5,557	41,997	4,817	278	1,278	21,304	1,941	8,022	105,754	4,124	1,400	2,842
1933	7,066	57,055	4,370	318	1,900	10,458	1,724	35,055	171,756	5,264	1,123	4,466
1934	8,016	86,178	3,970	341	2,222	15,692	1,025	35,500	210,096	7,697	1,476	4,650
1935	10,687	84,356	4,575	339	1,971	13,438	1,964	117,982	99,560	21,340	1,889	3,655
1936	9,825	49,801	4,485	870	2,603	14,137	2,437	421,054	109,729	40,126	1,309	2,607
1937	14,739	77,629	2,131	747	2,599	14,724	3,090	153,071	110,784	87,118	1,033	6,739
1938	8,581	37,359	4,055	326	3,208	9,472	1,429	36,500	78,055	44,807	2,542	4,878

  

	Oils, Other	Preserves	Rattancore and Rattanware	Seagrass	Silk P. Goods	Silk Raw	Silk Waste	Soy	Sundries	Tea	Tea Mats	Tin
	drums	pkgs.	bales	cases	pkgs.	bales	bales	casks	pkgs.	pkgs.	cases	slabs
1924	...	59,011	...	...	266	636	11,444	3,696	47,826	44	...	3,500
1925	...	28,955	...	...	157	125	1,687	3,750	31,880	75	...	30,663
1926	...	63,310	...	...	12	...	50	3,809	16,505	42	...	8,000
1927	...	58,474	...	...	80	281	1,359	3,689	55,685	118	...	2,500
1928	...	37,345	...	...	71	1,206	837	4,051	33,129	115	...	2,788
1929	1,829	62,847	...	...	87	440	1,279	3,835	38,251	162	...	500
1930	137	54,259	...	...	72	258	575	1,999	64,604	128	...	...
1931	1,568	94,966	...	...	68	320	756	3,057	69,922	384	...	384
1932	1,729	99,643	...	...	30	382	970	2,080	15,483	152	...	13,000
1933	853	97,329	1,712	2,085	25	171	1,213	1,790	14,528	52	2,885	3,967
1934	3,126	75,157	3,099	3,244	16	175	606	2,782	28,517	245	2,598	20,870
1935	2,721	90,160	2,360	3,612	10	177	607	2,605	29,829	125	3,492	42,814
1936	1,344	108,599	3,729	4,239	47	88	731	2,822	18,881	120	3,046	73,636
1937	788	83,975	2,872	3,096	16	231	1,216	3,385	68,728	290	3,910	93,812
1938	1,421	74,027	2,506	4,206	7	11	968	3,355	82,647	61,244	2,793	199,407



Local Exports from Hong Kong to Pacific Seaboard of U. S. and Canada via Pacific for 1927-1938.

(Measurement is in tons.)

	Raw Silk	Waste Silk	Bamboo-ware Basket-ware, Rattan-ware	Beans	Bristles	Canes Bamboo	Cassia	Chinaware	Fans Palm Leaf	Fans Bamboo and Paper, etc.	Feathers	Fibre	Fire-crackers (including Joss Sticks & Punk)	Furniture, Rattan, Seagrass and Reed.	Ginger	Human Hair
1927	2,437	446		885		102	1,353	734		481			3,129	25,036	1,182	
1928	2,563	1,422	2,510	912	41	127	1,556	935	193	16	373		2,180	22,259	1,159	170
1929	3,897	1,476	2,924	928	2	203	1,236	885	230	3	250		2,012	19,611	1,261	93
1930	4,420	1,137	3,582	803	4	258	1,243	938	241	20	73	141	3,384	19,649	1,474	267
1931	2,785	748	2,836	906		112	1,682	791	179	21	112	107	2,374	26,617	1,281	200
1932	986	371	2,246	535	5	214	1,476	485	237	2	41	101	2,266	14,255	1,358	189
1933	478	2,423	1,725	731	1	87	1,932	357	318	37	551	91	1,751	10,163	1,059	147
1934	254	329	2,453	894		258	1,460	401	144	9	501	84	2,807	9,465	996	101
1935	327	854	2,692	988		583	2,176	338	304	2	571	98	3,778	7,813	1,012	105
1936	22	1,024	3,935	928		851	1,541	454	162		630	132	5,022	12,731	1,172	98
1937	11	936	5,775	1,708	337	1,137	2,522	433	136	15	535	195	4,618	15,212	1,560	368
1938	43	867	3,475	646	164	553	2,971	478	220	4	882	198	4,086	10,686	1,157	625

  

	Matting and Mats	Minerals, Ores	Oil, Wood in Containers	Oil, other than wood in Containers	Oil in Bulk	Peanuts	Rattan and Rattan-core	Rice	Soy & Sauce	Sundry Cargo Chinese	Sundry Cargo other General Weight	Sundry Cargo other General Meast.	Sugar	Tea	Tin	Treasure and Bullion
1927	2,754	23	3,721	...	2,806	62	2,381	21,837	1,649	21,030	176	3,383	292	1,809	340	...
1928	1,609	33	3,444	...	2,368	239	3,853	19,672	2,334	15,134	1,070	3,237	319	1,897	969	...
1929	1,598	298	4,091	...	2,112	712	2,040	21,173	2,436	18,752	397	2,354	191	2,049	532	...
1930	1,295	347	1,617	...	922	170	1,287	18,632	2,573	17,459	505	1,470	329	1,936	697	...
1931	1,200	2	1,750	...	893	477	895	17,275	1,873	15,859	485	2,652	444	1,576	610	...
1932	1,349	1	994	769	29	441	424	8,258	1,636	12,402	537	2,126	278	1,292	485	...
1933	767	29	834	818	750	148	1,188	8,603	1,811	12,403	508	2,826	340	1,458	943	...
1934	700	114	2,117	1,082	1,532	161	730	9,050	2,282	14,600	1,143	3,347	267	1,284	956	...
1935	807	29	4,177	1,125	314	181	862	9,778	2,423	13,494	1,369	4,430	271	1,300	1,188	...
1936	661	12	1,069	1,363	162	256	1,212	12,315	2,785	16,440	1,078	2,987	173	1,639	940	...
1937	843	82	5,531	1,667	1,216	212	1,489	12,168	4,217	20,682	1,093	4,730	356	1,836	1,385	...
1938	597	338	1,232	1,481	15,120	200	742	7,776	2,384	17,747	980	2,321	171	1,994	1,841	...

Cargo transhipped at Hong Kong for Pacific Seaboard of U. S. and Canada via Pacific for 1927-1938.

(Measurement is in tons.)

	Bonemeal	Cinnamon	Coffee	Condiments	Cotton	Dessicated Coconut	Fibre (Mattress Coir Palmyrah Stalks etc.)	Gums	Gunnies	Hides	Iron, Pig	Jute	Kapok	Lumber and Logs	Mats and Matting	Oil in Containers
1927	2,352	291	2,265	61			3,334	399	59,691		8,697		3,664	527	1,305	554
1928	81	378	698	76	...	937	132	403	55,699	247	...	1,139	1,784	501	1,340	284
1929	2,499	292	161	48	...	733	1,745	514	24,123	24	220	1,459	1,055	1,011	1,199	66
1930	446	298	207	38	...	456	1,370	237	20,641	...	99	424	1,042	704	1,027	32
1931	...	239	226	31	...	738	1,023	148	26,206	159	207	182	308	348	1,103	113
1932	...	166	55	9	...	293	936	62	23,977	...	...	122	69	91	554	118
1933	...	144	2,192	14	...	381	923	268	23,488	582	220	333	78	76	135	27
1934	...	160	4,216	15	...	306	699	1,328	31,387	168	256	2,734	15	863	194	255
1935	500	116	2,481	13	24	302	1,022	317	32,470	55	386	3,275	82	160	799	95
1936	386	175	2,563	17	82	227	1,779	165	35,016	47	201	2,923	297	240	594	35
1937	...	129	3,921	20	...	668	1,500	50	35,298	31	...	1,283	115	428	443	267
1938	...	204	3,200	23	7	210	1,272	3	23,307	289	...	2,645	124	587	686	22

  

	Paraffin Wax	Pepper	Pineapples	Rattan Rattan-core Canes	Rice	Rubber	Sago pearl flour	Shellac	Sundry Cargo Measurement	Sundry Cargo Weight	Tapioca (all Kinds)	Tea (other than from Foochow and Java)	Tea from Foochow	Tea from Java	Tin	Treasure and Bullion
1927	3,319	917	3,300	130	978	11,677		...	3,131	828	2,165	10,642			1,121	...
1928	1,085	456	6,438	229	277	18,686	42	...	1,745	819	2,412	13,228			1,447	...
1929	477	312	6,462	599	20	19,178	24	...	1,288	290	699	13,592			1,365	...
1930	2,188	266	7,899	13	1,050	6,359	141	...	1,273	219	748	11,769	269	46	1,241	...
1931	462	354	7,841	...	...	15,524	10	...	996	114	653	13,759	166	...	1,249	...
1932	...	406	2,225	816	40	8,643	...	...	1,714	186	169	15,258	79	...	810	...
1933	51	219	4,707	5	82	7,248	...	...	2,505	313	380	11,454	56	...	847	...
1934	...	470	3,817	1	2,378	10,302	22	...	2,193	1,534	520	9,460	83	...	780	...
1935	...	325	5,861	1	78	14,116	...	...	5,161	2,171	319	10,674	39	13	832	...
1936	93	72	4,712	2	647	9,012	16	...	4,778	1,601	300	10,191	714	67	1,446	...
1937	267	54	4,073	1	7,111	12,587	18	...	9,176	2,766	410	12,560	108	...	1,133	...
1938	48	37	3,562	1	286	3,137	4	...	3,519	869	224	8,933	10	...	321	...



Exports from Hong Kong to U.S. and Canada via Suez & Panama Canal from 1913-1928.

	Silk Piece Goods	Waste Silk	Human Hair	Essential Oil	Mats and Matting	Preserves	Chinese M'chdise	Chinaware &c.	Rattan and Rattanware	Cassia	Oil	Rice
	pkgs.	bales	cases	cases	rolls	pkgs.	cases	cases	pkgs.	cases	drums	bags
1913	135	...	1,384	2,215	118,744	2,702	74,240	890	7,445	46,983	...	...
1914	5	...	166	2,165	74,112	4,266	72,949	1,245	3,496	36,355	...	...
1915	6	...	1,187	6,068	17,911	2,078	53,260	845	17,766	30,599	...	...
1916	...	...	1,152	4,970	11,553	2,408	50,745	566	5,362	35,864	400	9,030
1917	8	275	1,724	5,160	2,757	4,101	37,665	685	3,105	45,274	...	33,870
1918	...	364	975	2,107	6,127	1,670	6,496	379	13,758	18,985	...	12,320
1919	6	1,407	2,299	6,881	1,310	6,674	34,391	274	8,299	34,665	...	317,843
1920	7	2,668	2,436	4,715	9,165	3,799	50,994	4,195	16,338	18,530	...	321,393
1921	12	15,561	393	3,545	3,614	5,986	132,121	380	6,783	58,949	...	610,477
1922	27	12,226	1,670	2,724	10,638	6,758	67,965	1,008	14,058	67,569	...	41,044
1923	4	13,581	1,416	2,438	9,014	6,235	71,077	2,004	13,442	32,088	225	32,000
1924	26	10,321	913	686	10,272	4,149	90,266	778	11,445	6,906	1,489	85,584
1925	...	5,182	328	...	6,244	6,862	56,387	1,521	20,569	20,456	...	59,735
1926	...	2,202	61	...	10,907	7,494	59,040	1,242	15,118	14,623	9,503	269,976
1927	...	12,999	164	...	5,842	7,954	81,602	2,309	20,633	34,455	10,807	113,464
1928	...	14,953	431	...	6,315	6,759	59,865	1,242	14,838	38,765	12,366	144,232
	Gunnies	Canes	Sugar	Fans	Fire Crackers	Nut Oil	Kapok	Hemp	Miscella.	Tea	Bristles	Tin
	bales	bales	bags	pkgs.	cases	b'rels	pkgs.	bales	pkgs.	pkgs.	cases	slabs
1913	...	2,535	...	449	49,124	...	...	...	16,843	432	590	123,125
1914	...	2,983	...	...	15,025	...	...	...	15,952	...	189	20,491
1915	...	1,078	...	...	4,651	...	...	...	40,307	11	443	3,833
1916	...	1,120	...	6	7,851	...	...	...	13,279	110	611	1,600
1917	...	1,426	...	40	7,342	183	...	...	36,592	1,075	670	2,000
1918	...	9,294	...	400	750	35	...	300	18,151	...	817	1,500
1919	...	3,886	...	1,300	58,961	500	...	372	60,781	...	132	1,000
1920	...	8,185	75,431	1,090	81,015	40	...	...	50,675	856	467	55,113
1921	...	7,536	379	596	82,702	50	...	...	44,976	299	563	12,000
1922	...	8,270	10,000	8,821	110,588	240	...	...	33,353	355	703	62,986
1923	...	8,166	...	8,566	78,768	...	...	...	39,637	186	820	69,372
1924	...	6,151	11	2,527	94,038	416	...	...	50,323	726	920	61,549
1925	...	2,980	770	602	9,757	...	...	...	34,668	8,116	480	62,250
1926	...	811	169	...	25,019	...	...	...	23,263	10,130	18	38,827
1927	...	7,104	346	1,275	50,716	...	...	...	39,838	8,465	462	13,699
1928	...	5,301	356	644	32,113	...	...	...	...	...	...	...

Exports from Hong Kong to U.S. and Canada via Suez & Panama Canals for 1928-1938 (New Series).

	Bambooware	Beans	Black-woodware	Canes	Cassia	Chinaware	Chinese M'chdise	Sundry Other M'chdise	Fans	Feathers	Fire Crackers	Hides	Mats and Matting
	pkgs.	...	pkgs.	bales	bales	cases	cases	cases	pkgs.	bales	cases	bales	rolls
1928	3,991	...	885	5,301	38,765	1,242	54,989	33,027	644	2,956	35,113	827	6,315
1929	12,091	...	724	10,796	43,833	2,596	80,204	11,017	1,005	3,543	61,461	779	4,590
1930	19,056	...	446	10,588	36,538	1,739	81,504	10,368	1,008	3,407	30,209	208	6,397
1931	9,720	...	509	6,435	39,230	2,259	51,668	4,857	1,368	2,898	25,780	187	5,777
1932	6,095	14,839	771	2,634	32,930	1,197	51,997	7,653	1,428	2,569	22,366	358	4,693
1933	6,458	18,225	486	4,696	43,285	1,095	52,566	2,734	1,350	4,055	27,410	462	3,109
1934	7,263	21,881	294	7,197	42,186	995	68,008	7,447	1,036	2,013	16,760	536	3,627
1935	10,294	22,563	1,044	12,242	45,585	730	54,435	16,069	1,339	4,494	36,741	946	5,629
1936	8,962	26,472	212	17,199	51,592	988	79,620	23,976	1,813	7,566	32,493	1,626	7,427
1937	6,123	34,906	442	17,301	58,296	1,605	90,240	41,257	1,756	7,495	96,757	2,412	7,352
1938	3,601	17,289	529	12,427	36,545	1,846	70,754	14,221	1,445	6,733	37,423	1,383	8,606
	Minerals	Oils	Ginger and Preserves	Rattancore & Rattanware	Rice	Silk Raw	Silk Waste	Soy & Sauce	Tea	Tin	Tobacco	Miscellaneous	...
	pkgs.	drums	pkgs.	pkgs.	bags	bales	bales	casks	pkgs.	slabs	bags	pkgs.	...
1928	4,321	12,366	6,759	14,838	144,232	125	14,953	17,979	4,555	31,120	1,391	16,305	...
1929	23,730	7,615	8,208	18,414	67,541	4,568	11,043	21,376	4,184	66,897	1,494	12,726	...
1930	24,952	4,661	8,304	13,532	16,317	5,006	8,720	26,165	1,657	49,003	8,492	29,443	...
1931	11,969	9,929	1,490	12,833	64,166	9,853	7,229	27,393	4,191	39,670	1,750	5,058	...
1932	...	9,537	9,746	8,774	118,280	4,776	975	24,195	7,584	65,834	4,449	9,389	...
1933	9,334	14,639	10,960	8,920	88,099	3,250	2,216	20,487	9,131	32,535	837	6,649	...
1934	22,706	15,107	3,303	6,212	155,412	1,237	1,322	23,948	10,946	32,373	892	36,596	...
1935	18,211	25,067	12,216	14,282	113,207	1,005	334	19,257	8,808	54,743	2,066	43,206	...
1936	19,075	15,394	13,344	17,784	183,882	102	4,256	21,643	6,403	66,255	394	37,490	...
1937	33,228	30,650	14,070	17,917	188,134	969	3,041	32,496	13,784	73,861	589	29,397	...
1938	6,874	23,452	9,880	10,939	100,570	1,135	4,355	16,621	23,804	20,198	149	56,825	...

Under "Miscellaneous" is included the following, each of which moved in small quantities: Bristles, Galangal, Human Hair, Seagrass, Sugar & Sundries.



CURRENT EXCHANGE AND BULLION OPENING QUOTATIONS.

1938.	BANK'S SELLING.										BANK'S BUYING.				Bar Silver.	Clean Dollars.	Gold Bar, 98 Touch.	Gold Leaf, 100 Touch.
	London	France	Amer. T.L.	S'hai T.L.	India T.L.	Japan T.L.	S'pore T.L.	Java T.L.	London 4 m/s.	London L.C.	France 4 m/s.	Amer. 4 m/s.	A'ralia 30 d/s.	Nom.				
Fortnight ending 14th Jan.	1/2 1/2	930	30 1/8	104 1/2	82	106 1/2	52 1/2	55 1/2	1/3 1/2	1,030	31 1/2	Nom.	19 1/2	No quot.	No quot.	No quot.		
do 28th "	"	950	31	"	"	"	55 1/2	55 1/2	"	1,020	31 1/2	"	20 1/2	"	"	"		
do 11th Feb.	"	940	31 1/2	"	"	"	52 1/2	55 1/2	"	1,010	31 1/2	"	20 1/2	"	"	"		
do 25th "	"	950	31 1/2	"	"	"	52 1/2	55 1/2	"	1,035	31 1/2	"	20 1/2	"	"	"		
do 11th Mar.	"	975	30 1/2	"	81 1/2	105 1/2	52 1/2	55 1/2	1/3 1/2	1,065	31 1/2	"	20 1/2	"	"	"		
do 25th "	"	990	30 1/2	108	81 1/2	105 1/2	52 1/2	55 1/2	1/3 1/2	1,045	31 1/2	"	19 1/2	"	"	"		
do 8th April	1/2 1/2	"	30 1/2	"	81 1/2	106	53 1/2	54 1/2	1/3 1/2	1,175	31 1/2	"	18 1/2	"	"	"		
do 22nd "	1/2 1/2	970	30 1/2	"	82 1/2	106	53 1/2	54 1/2	1/3 1/2	1,170	31 1/2	"	18 1/2	"	"	"		
do 6th May	1/2 1/2	1,090	30 1/2	109	82 1/2	105 1/2	53 1/2	55 1/2	1/3 1/2	1,180	31 1/2	"	18 1/2	"	"	"		
do 20th "	1/2 1/2	1,085	30 1/2	125	83 1/2	106	53 1/2	55 1/2	1/3 1/2	"	31 1/2	"	19 1/2	"	"	"		
do 3rd June	1/2 1/2	1,095	30 1/2	135	83 1/2	106 1/2	53 1/2	55 1/2	1/3 1/2	"	31 1/2	"	19 1/2	"	"	"		
do 17th "	1/2 1/2	"	30 1/2	150	83 1/2	106 1/2	53 1/2	55 1/2	1/3 1/2	"	31 1/2	"	19 1/2	"	"	"		
do 1st July	1/2 1/2	"	30 1/2	"	83 1/2	106 1/2	53 1/2	55 1/2	1/3 1/2	"	31 1/2	"	19 1/2	"	"	"		
do 15th "	"	"	30 1/2	"	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 29th "	"	"	30 1/2	170	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 12th Aug.	"	"	30 1/2	"	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 26th "	"	"	30 1/2	"	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 9th Sept.	"	"	29 1/2	"	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 23rd "	"	"	29 1/2	165	82 1/2	"	53 1/2	55 1/2	"	"	31 1/2	"	19 1/2	"	"	"		
do 7th Oct.	"	1,100	29 1/2	170	82 1/2	105 1/2	53 1/2	54 1/2	1/3 1/2	1,185	30 1/2	"	19 1/2	"	"	"		
do 21st "	1/2 1/2	1,095	29 1/2	175	82 1/2	106	53 1/2	54 1/2	1/3 1/2	1,180	30 1/2	"	19 1/2	"	"	"		
do 4th Nov.	1/2 1/2	1,100	29 1/2	175	82 1/2	106	53 1/2	54 1/2	1/3 1/2	"	29 1/2	"	19 1/2	"	"	"		
do 18th "	1/2 1/2	1,095	29 1/2	175	83	106 1/2	53 1/2	54 1/2	1/3 1/2	"	29 1/2	"	19 1/2	"	"	"		
do 2nd Dec.	1/2 1/2	1,095	29	"	83	106 1/2	53 1/2	54 1/2	1/3 1/2	1,150	"	"	20 1/2	"	"	"		
do 16th "	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		

1888

Officers of the Hongkong General Chamber of Commerce

From date of Formation in 1861 to 1938.

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



## Officers of the Hongkong General Chamber of Commerce.

From date of Formation in 1861 to 1938.

Year	Chairman	Firm	Vice-Chairman	Firm	Secretary	Asst. Sec.
1905	E. A. Hewett	P. & O. Steam Nav. Co.	A. G. Wood	Gibb, Livingston & Co.	A. R. Lowe	
1906	E. A. Hewett	do.	A. G. Wood	do.	A. R. Lowe	
1907	E. A. Hewett	do.	A. G. Wood	do.	A. R. Lowe	
1908	E. A. Hewett	do.	A. G. Wood	do.	E. A. M. Williams	
1909	E. A. Hewett	do.	J. R. M. Smith	Hongkong & S'hai Bank	E. A. M. Williams	
1910	E. A. Hewett	do.	J. R. M. Smith	do.	E. A. M. Williams	
1911	E. A. Hewett	do.	H. Keswick	Jardine, Matheson & Co.	A. R. Lowe, Acting	D. K. Blair
1912	E. A. Hewett, C.M.G.	do.	N. J. Stabb	Hongkong & S'hai Bank	E. A. M. Williams	D. K. Blair
1913	E. A. Hewett, C.M.G.	do.	C. H. Ross	Jardine, Matheson & Co.	E. A. M. Williams	D. K. Blair
1914	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	Gibb, Livingston & Co.	A. R. Lowe, Acting	D. K. Blair
1915	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	do.	E. A. M. Williams	
1916	D. Landale	Jardine Matheson & Co.	J. W. C. Bonnar	do.	A. R. Lowe, Acting	D. K. Blair
1917	G. T. Edkins	Butterfield & Swire	S. H. Dodwell	Dodwell & Co., Ltd.	E. A. M. Williams	D. K. Blair
1918	P. H. Holyoak	Reiss & Co.	S. H. Dodwell	Dodwell & Co.	E. A. M. Williams	D. K. Blair
1919	S. H. Dodwell	Dodwell & Co.	E. V. D. Parr	P. & O. S. N. Co.	E. A. M. Williams	D. K. Blair
1920	P. H. Holyoak	Reiss & Co.	E. V. D. Parr	Mackinnon Mackenzie & Co.	E. A. M. Williams	D. K. Blair
1921	P. H. Holyoak	Reiss & Co.	A. O. Lang	Gibb, Livingston & Co.	D. K. Blair, Acting	D. K. Blair
1922	A. O. Lang	Gibb, Livingston & Co.	D. G. M. Bernard	Jardine, Matheson & Co.	D. K. Blair	D. K. Blair
1923	D. G. M. Bernard	Jardine Matheson & Co.	(E. V. D. Parr)	Mackinnon Mackenzie & Co.	D. K. Blair	M. F. Key
1924	J. Owen Hughes	Harry Wicking & Co.	(A. O. Lang)	Gibb, Livingston & Co.	D. K. Blair	M. F. Key
1925	P. H. Holyoak	Holyoak, Massey & Co., Ltd.	G. M. Young	Butterfield & Swire	M. F. Key, Acting	
1926	D. G. M. Bernard	Jardine Matheson & Co., Ltd.	A. O. Lang	Gibb, Livingston & Co., Ltd.	M. F. Key	
1927	D. G. M. Bernard	do.	T. G. Weall	Dodwell & Co., Ltd.	M. F. Key	
1928	T. G. Weall	Dodwell & Co., Ltd.	C. G. S. Mackie	Gibb, Livingston & Co., Ltd.	M. F. Key	E. R. Price
1929	B. D. F. Beith	Jardine Matheson & Co., Ltd.	W. H. Bell	Asiatic Petroleum Co. (South China) Ltd.	M. F. Key	E. R. Price
1930	C. Gordon Mackie	Mackinnon, Mackenzie, & Co.	T. H. R. Shaw	Butterfield & Swire	M. F. Key	E. R. Price
1931	W. H. Bell	The Asiatic Petroleum Co. (South China), Ltd.	T. H. R. Shaw	Butterfield & Swire	E. R. Price Acting	E. R. Price
1932	J. A. Plummer	Bradley & Co., Ltd.	T. H. R. Shaw	Butterfield & Swire	M. F. Key	E. R. Price
1932	T. H. R. Shaw, (Acting from Dec. 13)	Butterfield & Swire	—	—	—	E. R. Price
1933	C. Gordon Mackie	Mackinnon Mackenzie & Co.	T. H. R. Shaw	Butterfield & Swire	M. F. Key	E. R. Price
1934	C. Gordon Mackie	Mackinnon Mackenzie & Co.	W. H. Bell	Asiatic Petroleum Co. (South China) Ltd.	M. F. Key	E. R. Price
1935	W. H. Bell	Asiatic Petroleum Co. (South China) Ltd.	S. H. Dodwell	Dodwell & Co., Ltd.	M. F. Key	E. R. Price
1936	S. H. Dodwell	Dodwell & Co., Ltd.	A. W. Hughes	Union Insurance Society of Canton, Ltd.	M. F. Key	E. R. Price
1937	M. T. Johnson	Mackinnon Mackenzie, & Co.	A. L. Shields	Shewan, Tomes & Co.	M. F. Key	E. R. Price
1938	A. L. Shields	Shewan, Tomes & Co.	T. E. Pearce	John D. Hutchison & Co.	M. F. Key	E. R. Price Acting

## CHAMBER'S REPRESENTATIVES ON THE LEGISLATIVE COUNCIL OF HONG KONG.

Date of Election	Name of Representative	Firm	How Elected.
1884	Thomas Jackson	Hongkong & Shanghai Bank	Elected 2nd January
1886	Alexander Palmer MacEwen	Holiday, Wise & Co.	Elected 27th April, Mr. Jackson on leave.
1887	Alexander Palmer MacEwen	do. do.	Elected 17th September, on retirement of Mr. Jackson
1888	Bendyshe Layton	Gibb, Livingston & Co.	Elected 22nd May, Mr. MacEwen on leave.
1890	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Elected 18th September, on resignation of Mr. MacEwen
1894	Alexander MacConachie	Gilman & Co.	Elected 9th June, Mr. Whitehead on leave.
1896	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Re-elected 19th September, on expiry of term.
1900	Herbert Smith	Butterfield & Swire	Elected 30th April, Mr. Whitehead on leave.
1900	John Thurburn	Mercantile Bank	Elected 18th June, on resignation of Mr. H. Smith
1901	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Returned form leave, 12th July, 1901.
1902	Robert Gordon Shewan	Shewan, Tomes & Co.	Elected 5th June, Mr. Whitehead on leave.
1902	Robert Gordon Shewan	do. do.	Elected 3rd October, on expiry of term.
1903	Henry Edward Pollock, K.C.	Barrister at Law	Elected on 21st August, Mr. Shewan on leave.
1904	Robert Gordon Shewan	Shewan, Tomes & Co.	Returned from leave, 12th July, 1904.
1906	Edbert Ansgar Hewett	P. & O. Steam Navigation Co.	Elected 26th April, Mr. Shewan resigned.
1908	Murray Stewart	Stewart Bros.	Elected 17th March, Mr. Hewett on leave.
1908	Edbert Ansgar Hewett	P. & O. Steam Navigation Co.	Returned from leave, 15th October, 1908.
1912	Edbert Ansgar Hewett, C.M.G.	do. do.	Re-elected 25th April, 1912, on expiry of term.
1912	Murray Stewart	Stewart Bros.	Elected 25th May, 1912, Mr. Hewett on leave.
1912	J. W. C. Bonnar	Gibb, Livingston & Co.	Elected 10th September, 1912.
1913	Edbert Ansgar Hewett, C.M.G.	P. & O. Steam Navigation Co.	Mr. Murray Stewart resigned. Returned from leave 19th December, 1912
1915	Percy Hobson Holyoak	Reiss & Co.	Elected on death of Mr. E. A. Hewett, C.M.G. 10th Dec., 1915
1917	Stanley Hudson Dodwell	Dodwell & Co., Ltd.	Elected 29th May, Mr. P. H. Holyoak on leave.



**CHAMBER'S REPRESENTATIVES ON THE LEGISLATIVE COUNCIL  
OF HONG KONG.**

<i>Date of Election</i>	<i>Name of Representative</i>	<i>Firm</i>	<i>How Elected</i>
1917	Percy Hobson Holyoak	Reiss & Co.	Returned from leave 31st October, 1917.
1918	Percy Hobson Holyoak	do.	Returned from leave 24th September, 1918.
1919	Edward Victor David Parr	Mackinnon Mackenzie & Co.	Elected 13th May, Mr. P. H. Holyoak on leave.
1920	Percy Hobson Holyoak	Reiss & Co.	Returned from leave 24th March, 1920.
1921	Archibald Orr Lang	Gibb Livingston & Co.	Elected 21st April, 1921, Mr. P. H. Holyoak on leave.
1921	Percy Hobson Holyoak	Reiss & Co.	Returned from leave, 18th June, 1921.
1921	Archibald Orr Lang	Gibb Livingston & Co.	Re-elected 25th October, 1921. Elected 24th November, 1921, Mr. P. H. Holyoak on leave.
1923	Percy Hobson Holyoak	Holyoak, Massey & Co., Ltd.	Returned from leave, 3d January, 1923.
1924	Percy Hobson Holyoak	Holyoak, Massey & Co., Ltd.	—
1926	Dallas Gerald Mercer Bernard	Jardine, Matheson & Co., Ltd.	Elected 16th April, 1926, Mr. Holyoak on leave.
1926	Dallas Gerald Mercer Bernard	Jardine, Matheson & Co., Ltd.	Elected 14th June, 1926, on death of Mr. P. H. Holyoak.
1927	John Owen Hughes	Harry Wicking & Co.	Elected 16th May, 1927, on Mr. Bernard's appointment to the Council on the nomination of H.E. the Governor.
1928	John Owen Hughes	Harry Wicking & Co.	—
1929	Benjamin David Fleming Beith	Jardine, Matheson & Co., Ltd.	Elected 19th April, Mr. J. Owen Hughes on leave.
1929	John Owen Hughes	Harry Wicking & Co.	Returned from leave 22nd Nov. 1929.
1930	John Owen Hughes	Harry Wicking & Co.	—
1931	Charles Gordon Stewart Mackie	Mackinnon Mackenzie & Co.	Elected 4th May, 1931, on retirement of Mr. Owen Hughes
1932	William Henry Bell	The Asiatic Petroleum Co., (South China) Ltd.	Elected 29th March, 1932, Mr. C. G. S. Mackie on leave.
1933	Charles Gordon Stewart Mackie	Mackinnon Mackenzie & Co.	Returned from leave, 8th February, 1933.
1934	Charles Gordon Stewart Mackie	Mackinnon Mackenzie & Co.	—
1935	William Henry Bell	The Asiatic Petroleum Co., (South China) Ltd.	Elected 5th April, on resignation of Mr. Mackie.
1936	Arthur William Hughes	Union Insurance Society of Canton, Ltd.	Elected 26th July, on resignation of Mr. Bell.
1937	Marcus Theodore Johnson	Mackinnon, Mackenzie & Co.	Elected 18th May, on resignation of Mr. Hughes
1938	Andrew Lusk Shields	Shewan, Tomes & Co.	Elected 7th October, on resignation of Mr. Johnson.

**Hongkong General Chamber of Commerce**

[ESTABLISHED 1861.]

**LIST OF MEMBERS 1939**

*With the date of Election to Membership.*

**Individual Members.**

1 Mr. D. G. Glenn Allen	1934	6 Mr. J. E. Joseph	1929
2 Mr. G. K. Hall Brutton	1915	7 Dr. R. H. Kotewall, c.m.g.	1927
3 Mr. L. Dunbar	1915	8 Mr. M. Nemazee	1903
4 Sir Robert Ho Tung, Kt.	1893	9 Hon. Sir H. E. Pollock, K.C.	1903
5 Mr. J. Jack	1908	10 Mr. M. P. Talati	1908

**Firms.**

11 Advertising & Publicity Bureau Ltd.	1929	34 Carlowitz & Co.	1876
12 Alves, J. M. & Co., Ltd.	1910	35 Carmichael & Clarke	1915
13 American Express Co. Inc.	1929	36 Central Trading Co.	1934
14 American President Lines, Ltd.	1939	37 Channel Trading Co., Ltd.	1937
15 Anderson & Ashe	1929	38 Chartered Bank of India, Australia & China	1861
16 Andersen, Meyer & Co., Ltd.	1921	39 Chase Bank	1937
17 Arnhold Trading Co., Ltd.	1936	40 Chau Yue Teng	1920
18 Asiatic Petroleum Co. (South China), Ltd.	1908	41 D. Chellaram	1936
19 Backhouse, J. H., Ltd.	1926	42 China Bros. Hat Mfg. Co.	1937
20 Bank Line, (China) Ltd.	1910	43 China Light & Power Co., Ltd.	1915
21 Bank of East Asia, Ltd.	1920	44 China Provident Loan & Mortgage Co., Ltd.	1915
22 Bank of Taiwan, Ltd.	1912	45 China Underwriters, Ltd.	1927
23 Banque de l'Indo-Chine	1895	46 K. A. J. Chotirmall & Co.	1936
24 Begay Co.	1938	47 Chuan Hing	1938
25 Bodiker & Co.	1911	48 Chun On Fire Insurance Co., Ltd.	1903
26 Bornemann & Co.	1903	49 Colonial Trading Co.	—
27 British-American Tobacco Co. (China), Ltd.	1903	50 Connell Brothers Co.	1910
28 British Cigarette Co., Ltd.	1938	51 Cook & Son, Thos., Ltd.	1911
29 Butterfield & Swire	1903	52 Credit Foncier d'Extreme Orient	1938
30 Caldbeck, Macgregor & Co., Ltd.	1895	53 Dairy Farm Ice & Cold Storage Co., Ltd.	1916
31 Canadian Pacific Steamships, Ltd.	1917	54 Davie, Boag & Co., Ltd.	1923
32 Canton Bros. Rubber Co. (1935), Ltd.	1938	55 David, S. J. & Co.	1932
33 Canton Insurance Office, Ltd.	1895	56 Deacons	1904
		57 Deacon & Co., Ltd.	1939
		58 Dennis & Co., Ltd.	1936



59	Dodwell & Co., Ltd.	1930
60	Douglas Steamship Co., Ltd.	1861
61	Dunlop Rubber Co. (China) Ltd.	1932
62	East Asiatic Co., Ltd.	1935
63	Eastern Trading Co.	1937
64	Eu Tong Sen, Ltd.	1938
65	Feld, F. & Co.	1932
66	Fire Insurance Association of Hongkong	1915
67	Fung Keong Rubber Manufactory, Ltd.	1938
68	Fung Tang	1916
69	Furness (Far East) Ltd.	1933
70	General Electric Co. of China, Ltd.	1915
71	Gibb, Livingston & Co., Ltd.	1861
72	Gidumal & Watumull, O. K., Ltd.	1938
73	Gilman & Co., Ltd.	1861
74	Goddard & Douglas	1903
75	Goeke, A & Co., (1935) Export	1928
76	Green Island Cement Co., Ltd.	1900
77	Gregory, T. M. & Co.	1918
78	Hassaram, K. & Co.	1937
79	Himly, Ltd.	1920
80	Holland China Trading Co. Successors to Hotz, S'Jacob & Co.	1899
81	Hong Kong Brewery and Distillery Ltd.	1933
82	Hongkong, Canton & Macao Steamboat Co., Ltd.	1903
83	Hongkong Canton Export Co., Ltd.	1933
84	Hongkong & China Gas Co., Ltd.	1896
85	Hongkong Electric Co., Ltd.	1909
86	Hongkong Fire Insurance Co., Ltd.	1895
87	Hongkong & Kowloon Wharf & Godown Co., Ltd.	1903
88	Hongkong Land Investment & Agency Co., Ltd.	1903
89	Hong Kong Property Owners Association	1939
90	Hong Kong Rope Manufacturing Co., Ltd.	1900
91	Hongkong Rubber Manufactory, Ltd.	1938
92	Hongkong & Shanghai Banking Corporation	1865
93	Hongkong & Shanghai Hotels, Ltd.	1921
94	Hongkong Telephone Co., Ltd. Successors to the China & Japan Telephone & Electric Co., Ltd.	1925 1904
95	Hongkong Tramways, Ltd.	1915
96	Hongkong & Whampoa Dock Co., Ltd.	1895
97	Hume Pipe (Far East) Ltd.	1936
98	Hutchison, J. D., & Co.	1903
99	Huygen, G. E.	1924
100	Imperial Airways (Far East) Ltd.	1936
101	Imperial Chemical Industries (China), Ltd.	1919
102	Indo China Steam Navigation Co., Ltd.	1921
103	Ip Tak & Co.	1921
104	Jardine Engineering Corporation, Ltd.	1922
105	Jardine, Matheson & Co., Ltd.	1861
106	Java-China-Japan Lijn	1904
107	Jebsen & Co.	1896
108	Johnson, Stokes & Master	1895
109	Kailan Mining Administration	1915
110	C. M. Karanjia & Co.	1938
111	Keller Ed. A., & Co., Ltd.	1920
112	Kunst & Albers	1936
113	Lammert Brothers	1919
114	Lane, Crawford, Ltd.	1903
115	Linstead & Davis	1937
116	Li & Fung, Ltd.	1938
117	Lowe, Bingham & Matthews	1907
118	Loxley, W. R. & Co. (China), Ltd.	1903
119	Macao Electric Lighting Co., Ltd.	1922
120	Mackinnon, Mackenzie & Co.	1863
121	Maison F. Mathieu, Ste. Ame.	1935
122	Malcolm & Co., Ltd.	1936
123	Manners, John, & Co., Ltd.	1918
124	Marconi International Marine Communication Co., Ltd.	1925
125	Marine Insurance Association of Hongkong and Canton	1909
126	Martin, T. A., & Co.	1938
127	Maxim & Co.	1922
128	Mee-Yeh Handels Compagnie	1939
129	Melchers & Co.	1869

130	Mercantile Bank of India, Ltd.	1903
131	Messageries Maritimes, Compagnie des, successors to the Compagnie des Messageries Imperiales	1863
132	Ming Kee Hong	1890
133	Mitsubishi Shoji Kaisha	1919
134	Mitsui Bussan Kaisha, Ltd.	1903
135	National City Bank of New York	1903
136	Nestle's Milk Products (China), Ltd.	1911
137	Netherlands-India Commercial Bank	1907
138	Netherlands Trading Society	1915
139	Nippon Yusen Kaisha	1896
140	Orient Tobacco Manufactory C. Ingenohl, Ltd.	1912
141	Osaka Shosen Kaisha	1903
142	Pentreath & Co.	1915
143	Percy Smith, Seth & Fleming	1915
144	Petersen & Co.	1934
145	Pohoomull Bros. (India)	1936
146	Pure Cane Molasses Co. (Hong Kong), Ltd.	1930
147	Ramchand, G.	1937
148	Rathour, H. S., & Co.	1937
149	Reiss, Bradley & Co., Ltd.	1936
150	Reuter, Brockelmann & Co.	1895
151	Robertson, Wilson & Co., Ltd.	1913
152	Royal Insurance Co., Ltd.	1917
153	Samuel K. Szeto & Co.	1938
154	Sander Wieler & Co.	1896
155	Sassoon, David, & Co., Ltd.	1861
156	Sassoon, E. D. Banking Co., Ltd.	1936
157	C. E. Schroeder	1939
158	Shewan, Tomes & Co.	1903
159	Shiu On Steamship Co., Ltd.	1904
160	Siemssen & Co.	1861
161	Standard-Vacuum Oil Co.	1903
162	South British Insurance Co., Ltd.	1917
163	Stewart Bros.	1903
164	Sui Heong Yuen	1927
165	Sun Ah Silk & Cotton Weaving Factory	1938
166	Swatow Drawn Work Co.	1938
167	Thomson & Co.	1937
168	Thoresen & Co.	1915
169	Toyo Menka Kaisha, Ltd.	1934
170	Union Insurance Society of Canton, Ltd.	1885
171	Union Trading Co., Ltd.	1915
172	Union Waterboat Co., Ltd.	1915
173	Utoomal & Assudamal Co.	1936
174	Wah Ngai Weaving Factory	1938
175	Wallem & Co.	1933
176	Wang Kee & Co.	1938
177	Watanmal Boolchand	1936
178	Watson, A. S. & Co., Ltd.	1915
179	Wicking, Harry, & Co., Ltd.	1903
180	Wilkinson & Grist	1915
181	Williamson, S. T. & Co.	1922
182	Wong, Tan & Co.	1938
183	Xavier Bros. Ltd.	1928
184	Yau, James & Co.	1929
185	Yokohama Specie Bank, Ltd.	1896



## A BUSINESS DIRECTORY.

*The following is a classified list of Members of the Chamber.  
In each case "Hong Kong" is a sufficient address.*

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| <p><b>ACCOUNTANTS AND AUDITORS:</b><br/>Linstead &amp; Davis.<br/>(Chartered Accountants)<br/>Lowe, Bingham &amp; Matthews.<br/>(Chartered Accountants)<br/>T. A. Martin &amp; Co.<br/>(Incorporated Accountants)<br/>Percy Smith, Seth &amp; Fleming.<br/>(Incorporated Accountants)<br/>Thomson &amp; Co.<br/>(Chartered Accountants)<br/>Wong, Tan &amp; Co.<br/>(Chartered Accountants)</p> <p><b>ADVERTISING AGENTS:</b><br/>The Advertising and Publicity Bureau.</p> <p><b>AERATED WATER MANUFACTURERS:</b><br/>A. S. Watson &amp; Co., Ltd.</p> <p><b>AIRWAYS COMPANY:</b><br/>Imperial Airways (Far East), Ltd.</p> <p><b>ANALYSTS:</b><br/>D. G. Glenn Allen.</p> <p><b>AUCTIONEERS:</b><br/>Lammert Bros.</p> <p><b>BANKS:</b><br/>The American Express Co., Inc.<br/>Bank of East Asia, Ltd.<br/>Bank of Taiwan, Ltd.<br/>Banque de l'Indo-Chine.<br/>Chartered Bank of India, Australia &amp; China.<br/>The Chase Bank.<br/>Hong Kong &amp; Shanghai Banking Corporation.</p> | <p>Mercantile Bank of India, Ltd.<br/>National City Bank of New York.<br/>Netherlands India Commercial Bank.<br/>Netherlands Trading Society.<br/>E. D. Sassoon Banking Co., Ltd.<br/>Thos. Cook &amp; Son (Bank), Ltd.<br/>Yokohama Specie Bank, Ltd.</p> <p><b>BARRISTERS-AT-LAW:</b><br/>The Hon. Sir Henry Pollock, K.T., K.C.</p> <p><b>BREWERS &amp; DISTILLERS:</b><br/>Hong Kong Brewery &amp; Distillery, Ltd.</p> <p><b>BROKERS:</b><br/>J. E. Joseph.<br/>Stewart Bros.</p> <p><b>CEMENT MANUFACTURERS:</b><br/>Green Island Cement Co., Ltd.</p> <p><b>CHEMISTS &amp; DRUGGISTS:</b><br/>A. S. Watson &amp; Co., Ltd.</p> <p><b>CHEMICAL MANUFACTURERS:</b><br/>Imperial Chemical Industries (China), Ltd.</p> <p><b>CIGAR MANUFACTURERS:</b><br/>The Orient Tobacco Manufactory<br/>C. Ingenohl, Ltd.</p> <p><b>CIGARETTE MANUFACTURERS:</b><br/>The British Cigarette Co., Ltd.</p> <p><b>COAL CONTRACTORS:</b><br/>Jardine, Matheson &amp; Co., Ltd.<br/>Kailan Mining Administration.<br/>Mitsubishi Shoji Kaisha, Ltd.<br/>Mitsui Bussan Kaisha, Ltd.</p> |
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- Reiss, Bradley & Co., Ltd.  
Wallem & Co.  
Wang Kee & Co.  
S. T. Williamson & Co.
- DAIRIES:**  
Dairy Farm, Ice & Cold Storage Co., Ltd.
- DOCK COMPANIES:**  
Hong Kong & Whampoa Dock Co., Ltd.  
Taikoo Dockyard & Engineering Co. of Hongkong Ltd.
- DRAPERS:**  
Lane, Crawford, Ltd.
- DRAWN WORK MANUFACTURERS:**  
Swatow Drawn Work Co.
- ENGINEERS AND SHIPBUILDERS:**  
Hong Kong & Whampoa Dock Co., Ltd.  
Jardine Engineering Corporation, Ltd.  
Malcolm & Co., Ltd.  
Taikoo Dockyard & Engineering Co. of Hongkong Ltd.
- ENGINEERS, CONSULTING:**  
Anderson & Ashe.  
Carmichael & Clarke.  
Goddard & Douglas.
- ESTATE AGENTS:**  
China Provident Loan & Mortgage Co., Ltd.  
Credit Foncier d'Extreme Orient.  
Hong Kong Land Investment & Agency Co., Ltd.  
S. J. David & Co.
- FIRE LOSS ASSESSORS:**  
Carmichael & Clarke.  
Goddard & Douglas.

- FLOUR BROKER:**  
L. Dunbar.
- FLOUR MERCHANTS:**  
Dodwell & Co., Ltd.
- FORWARDING AGENTS:**  
American Express Co., Inc.  
Thos. Cook & Son, Ltd.
- GODOWN COMPANIES:**  
China Provident Loan & Mortgage Co., Ltd.  
Hong Kong & Kowloon Wharf & Godown Co., Ltd.
- HAT MANUFACTURERS:**  
China Bros. Hat Manufacturing Co.
- HOTEL COMPANIES:**  
Hong Kong & Shanghai Hotel.
- ICE WORKS & COLD STORAGE:**  
Dairy Farm, Ice & Cold Storage Co., Ltd.
- IMPORT & EXPORT MERCHANTS & COMMISSION AGENTS:**  
*Unless otherwise stated it may be taken that the firms in this list handle all articles of general Import & Export:*  
'I' signifies that a firm is interested in Import only;  
'E' signifies that a firm is interested in Export only.  
*No indication signifies that a firm is interested in both import and export.*  
J. M. Alves & Co., Ltd.  
Andersen, Meyer & Co., Ltd.  
Arnhold Trading Co., Ltd.  
J. H. Backhouse, Ltd.  
Begay Co.  
Bodiker & Co.  
Bornemann & Co.,  
Carlowitz & Co.  
Central Trading Co.



Channel Trading Co., Ltd.  
 Chau Yue Teng.  
 D. Chellaram.  
 K. A. J. Chotirmall & Co.  
 Chuan Hing.  
 Colonial Trading Co.  
 Connell Brothers Co.  
 (E) Deacon & Co., Ltd.  
 Dennis & Co., Ltd.  
 Davie, Boag & Co., Ltd.  
 Dodwell & Co., Ltd.  
 Eastern Trading Co.  
 F. Feld & Co., Ltd.  
 Fung Tang.  
 Gibb, Livingston & Co., Ltd.  
 Gidumal & Watumull, O. K., Ltd.  
 Gilman & Co., Ltd.  
 A. Goeke & Co. (1935), Export.  
 T. M. Gregory & Co.  
 K. Hassaram & Co.  
 Himly Ltd.  
 Holland China Trading Co.  
 Hong Kong Canton Export Co.,  
 Ltd.  
 J. D. Hutchison & Co.  
 G. E. Huygen.  
 Ip Tak & Co.  
 Jardine, Matheson & Co., Ltd.  
 Jebsen & Co.  
 Karanjia & Co., C. M.  
 Ed. A. Keller Co., Ltd.  
 R. H. Kotewall.  
 (T) Lane, Crawford, Ltd.  
 Kunst & Albers.  
 Li & Fung, Ltd.  
 W. R. Loxley & Co. (China), Ltd.  
 Maison F. Mathieu, Ste., Ame.  
 Malcolm & Co., Ltd.  
 John Manners & Co., Ltd.  
 Maxim & Co.  
 Mee-Yeh Handels Cie.,  
 Melchers & Co.  
 Ming Kee Hong.  
 Mitsui Bussan Kaisha, Ltd.  
 M. Nemazee.  
 Nestle's Milk Products (China),  
 Ltd.  
 Petersen & Co.

Pohoomull Bros. (India).  
 G. Ramchand.  
 H. S. Rathour & Co.  
 Reiss, Bradley & Co., Ltd.  
 Reuter, Brockelmann & Co.  
 Robertson, Wilson & Co., Ltd.  
 Sander, Wieler & Co.  
 David Sassoon & Co., Ltd.  
 Schroeder, C. E.  
 Shewan, Tomes & Co.  
 Siemssen & Co.  
 Sui Heong Yuen.  
 Szeto & Co., Samuel K.,  
 M. P. Talati.  
 Thoresen & Co.  
 Toyo Menka Kaisha, Ltd.  
 Union Trading Co., Ltd.  
 Utoomal & Assudamal Co.  
 Watanmal Boolchand.  
 Harry Wicking & Co., Ltd.  
 Xavier Bros., Ltd.  
 ('E') James Yau & Co.

#### INSURANCE COMPANIES & ASSOCIATIONS:

Canton Insurance Office, Ltd.  
 China Underwriters, Ltd.  
 Chun On Fire Insurance Co.,  
 Ltd.  
 Fire Insurance Association of  
 Hongkong.  
 Hong Kong Fire Insurance Co.,  
 Ltd.  
 Marine Insurance Association of  
 Hongkong & Canton.  
 Royal Insurance Co., Ltd.  
 South British Insurance Co., Ltd.  
 Union Insurance Society of  
 Canton, Ltd.

#### MACHINERY AGENTS & CONTRACTORS:

Andersen, Meyer & Co., Ltd.  
 Bodiker & Co.  
 Carmichael & Clarke.  
 Dodwell & Co., Ltd.

General Electric Co. of China,  
 Ltd.  
 J. Jack.  
 Jardine Engineering Corporation,  
 Ltd.  
 Jebsen & Co.  
 R. H. Kotewall.  
 Malcolm & Co., Ltd.  
 Mitsubishi Shoji Kaisha, Ltd.  
 Reiss, Bradley & Co., Ltd.  
 Reuter, Brockelmann & Co.  
 Shewan, Tomes & Co.  
 Siemssen & Co.

#### MARINE SURVEYORS:

Anderson & Ashe.  
 Carmichael & Clarke.  
 Goddard & Douglas.

#### MEDICINE, CHINESE, MANUFACTURERS:

Eu Tong Seng, Ltd.

#### MINING COMPANIES:

Kailan Mining Administration.

#### MOLASSES IMPORTERS:

Pure Cane Molasses Co. (Hong  
 Kong), Ltd.

#### MOTOR VEHICLE DEALERS:

Dodwell & Co., Ltd.  
 Gilman & Co., Ltd.  
 Hong Kong & Shanghai Hotels,  
 Ltd.

#### NAVAL ARCHITECTS:

Anderson & Ashe.  
 Carmichael & Clarke.  
 Goddard & Douglas.

#### OIL: BULK OIL CARGO SURVEYORS:

Anderson & Ashe.  
 Carmichael & Clarke.  
 Goddard & Douglas.

#### OIL COMPANIES:

Asiatic Petroleum Co. (South  
 China), Ltd.  
 Standard Vacuum Oil Co.

#### PETROLEUM INSPECTORS:

Carmichael & Clarke.

#### PIPE, TUBE & CONCRETE BLOCK MANUFACTURERS:

Hume Pipe (Far East), Ltd.

#### PROPERTY OWNERS ASSOCIATION

The Hong Kong Property Owners  
 Association.

#### PUBLIC UTILITY COMPANIES:

China Light & Power Co., Ltd.  
 Hong Kong & China Gas Co., Ltd.  
 Hong Kong Electric Co., Ltd.  
 Hong Kong Telephone Co., Ltd.  
 Hong Kong Tramways, Ltd.  
 Macao Electric Lighting Co., Ltd.

#### RUBBER COMPANY:

Dunlop Rubber Co. (China), Ltd.

#### RUBBER SHOE MANUFACTURERS:

Canton Bros. Rubber Co. (1935)  
 Ltd.  
 Fung Keong Rubber Manufactory  
 Ltd.  
 Hong Kong Rubber Manufactory  
 Ltd.

#### ROPE MANUFACTURERS:

Hong Kong Rope Manufacturing  
 Co., Ltd.

#### SHIPPING OFFICES:

American President Lines, Ltd.  
 Bank Line, (China) Ltd.  
 Butterfield & Swire.  
 Canadian Pacific Steamships,  
 Ltd.



Chau Yue Teng.  
 Dodwell & Co., Ltd.  
 Douglas Steamship Co., Ltd.  
 East Asiatic Co., Ltd.  
 Furness (Far East), Ltd.  
 Gibb, Livingston & Co., Ltd.  
 Gilman & Co., Ltd.  
 Hong Kong, Canton & Macao  
 Steamboat Co., Ltd.  
 Indo China Steam Navigation  
 Co., Ltd.  
 Jardine, Matheson & Co., Ltd.  
 Java-China-Japan Lijn.  
 Jebsen & Co.  
 John Manners & Co., Ltd.  
 Mackinnon, Mackenzie & Co.  
 Melchers & Co.  
 Messageries Maritimes.  
 Mitsui Bussan Kaisha, Ltd.  
 Nippon Yusen Kaisha.  
 Osaka Shosen Kaisha.  
 Reuter, Brockelmann & Co.  
 Shewan, Tomes & Co.  
 Shiu On Steamship Co., Ltd.  
 Thoresen & Co.  
 Thos. Cook & Son, Ltd.  
 Wallem & Co.  
 S. T. Williamson & Co.

**SHIPBUILDERS:**

(See Engineers &amp; Shipbuilders)

**SOLICITORS & NOTARIES:**

Deacons.  
 G. K. Hall-Brutton.  
 Johnson, Stokes & Master.  
 Wilkinson & Grist.

**SUGAR IMPORTERS:**

Pentreath &amp; Co.

**TOBACCO MANUFACTURERS:**

British American Tobacco Co.  
 (China), Ltd.  
 British Cigarette Co., Ltd.  
 Orient Tobacco Manufactory C.  
 Ingenohl, Ltd.

**WATERBOAT COMPANIES:**

Union Waterboat Co., Ltd.

**WINE & SPIRIT MERCHANTS:**

Caldbeck, Macgregor & Co., Ltd.  
 Dodwell & Co., Ltd.  
 Gilman & Co., Ltd.  
 Jardine, Matheson & Co., Ltd.  
 Lane, Crawford, Ltd.  
 W. R. Loxley & Co. (China) Ltd.  
 Reiss, Bradley & Co., Ltd.  
 A. S. Watson & Co., Ltd.

**WEAVING COMPANIES:**

Sun Ah Silk & Cotton Weaving  
 Factory.  
 Wah Ngai Weaving Factory.

**WIRELESS COMPANIES:**Marconi International Marine  
Communication Co., Ltd.**WOOD OIL SURVEYORS:**

Anderson &amp; Ashe.