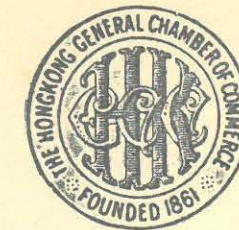




Hong Kong
General Chamber of Commerce

Report
For The Year
1940



HONG KONG

General Chamber of Commerce

REPORT

FOR THE YEAR

1940.

70935
8 SEP. 1944

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COMMITTEES, 1940-1941.

General Committee.

- Mr. J. K. Bousfield, (Chairman) *APC*
- | | |
|---|--|
| The Hon. Mr. S. H. Dodwell, <i>DAC</i>
(Vice Chairman) | Mr. R. D. Gillespie, |
| The Hon. Mr. J. J. Paterson, <i>JMC</i> | Mr. W. H. Lock, / Mr. C. C. Roberts <i>WHS</i> |
| The Hon. Mr. A. L. Shields, <i>STC</i> | Mr. G. Miskin, <i>WHS</i> |
| The Hon. Mr. T. E. Pearce, <i>JAC</i> | Mr. K. S. Morrison, <i>RBC</i> |
| Sir Vandeleur Grayburn, Kt. <i>band</i> | Mr. G. W. Sewell, <i>RWC</i> |
| Mr. L. J. Davies, / Mr. H. V. Wilkinson, <i>band</i>
D.S.O., | Co-opted:
Major R. C. Giles, R.M. |
| <i>Man</i> | Major C. R. Boxer. |

Correspondence Committee.

- The Chairman,
The Vice-Chairman,
Sir Vandeleur Grayburn.

Legal Sub-Committee.

- Mr. H. J. Armstrong,
Mr. D. H. Blake,
Mr. G. G. N. Tinson.

Arbitration Committee.

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

Finance Sub-Committee.

- The Chairman,
The Vice Chairman,
Sir Vandeleur Grayburn.

Import Sub-Committee.

- Mr. K. S. Morrison, (Chairman)
Mr. P. S. Cassidy,
Mr. Fung Kong Un,
Mr. J. Harrop,
Mr. A. K. Mackenzie,
Mr. P. Morrison,
Mr. G. W. Sewell.

Insurance Sub-Committee.

- Mr. W. J. B. Carter,
Mr. Leigh Garner,
Mr. W. R. Mansfield,
Mr. S. H. Piercy,
Mr. H. R. Sturt,
Mr. R. H. Wild.

Shipping Sub-Committee.

- Mr. L. E. N. Ryan, (Chairman)
Capt. R. Henderson,
Mr. F. R. Lamb,
Mr. C. M. Manners, O.B.E.,
Mr. J. M. Mackinnon,
Mr. A. H. Penn,

- Mr. C. T. Tod,
Mr. A. H. Veltman,
Mr. T. B. Wilson,
Mr. S. T. Williamson,
Mr. W. Wright,
Major R. C. Giles, R.M.

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COMMITTEES, 1940-1941.—(Continued).

Export Sub-Committee.

Mr. S. M. Churn, (*Chairman*)
Mr. E. C. Belbin,
Mr. A. C. I. Bowker,
Mr. H. T. Buxton,

Mr. G. P. Charlton,
Mr. H. S. Dinsdale,
Mr. A. K. Mackenzie.

Technical (Shipping)
Sub-Committee.

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

Imperial Preference
Sub-Committee.

Mr. P. S. Cassidy, (*Chairman*)
Mr. F. L. Ball,
Mr. E. C. Belbin,
Mr. A. C. I. Bowker,
Mr. H. S. Dinsdale,
Mr. A. K. Mackenzie,
Mr. W. A. Stewart,

ACCOUNTANT'S ADVISORY COMMITTEE.

Mr. E. M. Bryden,
Mr. H. R. Forsyth,
Mr. Thomas Le C. Kuen,
Mr. T. A. Martin,
Mr. S. L. Maughan,
Mr. S. H. Ross,
Mr. J. M. Tan.

Rice Sub-Committee.

Mr. F. E. A. Remedios, (*Chairman*)
Mr. E. L. Groome,
Mr. M. A. Williams.

Trade Marks Sub-Committee.

Mr. H. J. Armstrong,
Mr. D. L. Newbigging,
Mr. G. G. N. Tinson.

Secretary:

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

Assistant Secretary:

Mr. E. R. Price.

Treasurers:

Messrs. Lowe, Bingham and Matthews.

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Hong Kong General Chamber of Commerce

Report for the Year 1940.

With the passing of the year 1940 Hong Kong has completed a century of existence as a British Colony. The centenary celebrations arranged for January, 1941, were, however, cancelled as inappropriate in the midst of a world war. This is not the place to attempt a review of the tremendous happenings in Europe and North Africa, or of the continued hostilities between Japan and China. Your Committee therefore confines its Report to local affairs. Adjustment of trade to war conditions and the possibility of extension of the European war to the Pacific have been the chief pre-occupations of an anxious year. Tension in the Far East became so acute in June that instructions were received from His Majesty's Government to evacuate British women and children from the Colony. There is no prospect at present of a reversal of this policy. Heavy expenditure has been necessary on defence measures and increased taxation is inevitable. In addition the Colony has made substantial contributions to Britain's war effort, and, in many directions, is engaged upon work of national importance.

Losses suffered by the mercantile marine through enemy action have serious repercussions upon the life of the Colony in many directions. Shortage of shipping space hampers both import and export business which is further restricted by Government controls of various kinds aimed at limiting activities not essential to the war effort. Nevertheless, the trade returns show that, in spite of all handicaps, the volume of business passing through Hong Kong was wonderfully well maintained in 1940 though it is scarcely to be expected that 1941 will show as good a result. However, Hong Kong is ready and willing to unite with the rest of the Empire in making sacrifices to the common cause and to give a good account of itself if called upon to take a more active part in the war. Meanwhile all hearts go out in gratitude to those who are bearing the burden in positions of grave responsibility, in the armed forces of the Crown and in the mercantile marine, which keeps open the sea routes of the Empire, undaunted by submarine and air attack.

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Volunteer Duties & Leave Conditions.

During the year the Chamber had discussions with the General Officer Commanding as a result of which it was agreed (wherever possible) to release members of staffs for Volunteer training one full day a week which would lessen the frequency of evening training.

Early in 1941 the Chamber also addressed an appeal to employers to release employees for anti-sabotage duty on board ships in Hong Kong. It was intimated that, if a full response was received not only from members of existing Volunteer forces but also from those in Essential Service and Key Posts Groups, each individual would not be required to give up more than about one period of twelve hours per month. In a later communication, Government intimated that members of the regular Army in Hong Kong would take part in the scheme and it was anticipated that this would further reduce the frequency of each person's periods of duty.

Correspondence was also exchanged with Government regarding the conditions under which leave on a modified scale may be granted to Europeans in the Colony who come within the scope of the Compulsory Service Ordinance or who are members of Volunteer services. As these conditions did not originally provide for leave being granted in excess of sixteen weeks even on medical grounds, it was submitted by the Chamber that in the case of persons who had been in the Colony or the Far East without respite for a considerable period, it might be desirable on medical grounds to permit a longer period of leave. The Government later announced the appointment of a medical board to which applications on medical grounds for a longer period of vacation than sixteen weeks might be referred and granted on its recommendation.

Hong Kong & Delhi (War Supplies) Conference.

Hong Kong was represented at the Conference held at Delhi during October/November, 1940, to devise measures for co-ordination of war supplies east of Suez. Committees of the Chamber were given the opportunity before the Hong Kong delegation left for India of commenting on a memorandum setting forth the estimated production of Hong Kong in respect of various articles. On their return, the Chairman of the delegation (Mr. D. J. Sloss, C.B.E.) gave an account of the proceedings and decisions of the Conference. It was learned that the potentialities of Hong Kong industries had been one of the surprises

of the Conference and early in 1941 two of the United Kingdom delegates to the Conference who passed through the Colony took the opportunity of visiting representative factories and workshops in Hong Kong. One of the Hong Kong delegates to the Conference, Mr. J. Whyatt, left Hong Kong for Delhi in January, 1941, to take up the appointment of Secretary to the Eastern Group Supply Council, the functions of which will be to co-ordinate production between Empire countries east of Suez, to control the exchange of surpluses and generally to have power to stimulate production, having control of a considerable body of finance. Parallel with this central supply organisation, and functioning in some respects subordinate to it, supply organisations are to be set up—if not already in existence—in the participating countries.

Pending the formation of a supply organisation in Hong Kong, tenders for goods required for military purposes were called for from local manufacturers and exporters by the Army Ordnance in Hong Kong. The attention of the Chamber was drawn to the fact that the form of tender used by the Ordnance was the ordinary form used in the United Kingdom. Some of the conditions of tender are inapplicable to local circumstances, requiring suppliers to give undertakings which are impossible of fulfilment in Hong Kong, where industry is not yet highly organised and supplies of materials are not standardised to the extent that prevails in the United Kingdom. It is hoped, as a result of representations made by the Chamber on behalf of merchants, that a form of tender suited to local circumstances will prove acceptable to the Ordnance and to the local supply organisation which it is intended will eventually be responsible for such supplies as are required by the central supply organisation in India.

Insurance Companies' Deposits.

The Chamber of Commerce in June notified its agreement with a proposal by Government that mortgages of leasehold property be no longer acceptable under the terms of the Insurance Companies Ordinances (Life and Fire and Marine) which provide that such companies shall deposit with the Registrar securities to a certain value. Mortgages of leasehold property are regarded as an unsatisfactory form of security in that they are liable to great fluctuation in value, are not readily realisable and cause considerable work to Government in periodical assessing of their value. Moreover, it is not now the practice in England to accept mortgages as securities under such acts

as the Assurance Companies Act, 1909, the Trustee Act, 1925, and the Road Traffic Act, 1934, although they are authorized investments under the Trustee Act, 1925. The Chamber agreed with Government that the time had come when mortgages should no longer be accepted as security under the relative Ordinances and that existing ones should be replaced. The necessary alterations to the Insurance Companies Ordinances to give effect to the above were approved on August 29. Companies were allowed a period of three years within which to comply with the new requirements.

Proposed Lottery for War Funds.

Representations having been received that Government be requested to organise a lottery for the purpose of raising war funds, Government was informed on June 22 that the Chamber of Commerce supported this proposal on the grounds that it would appeal to a large section of the community which would not be reached by appeals for voluntary contributions. The Chamber was informed on July 15 that Government had decided to postpone consideration of this matter for the time being.

Codes in Wartime.

With reference to representations by the Chamber (summarised on page 10 of the Annual Report for 1939) that it would be an advantage to commercial firms if the Acme Code was added to the list of codes permitted to be used in transmitting messages during wartime, it was notified that use of this code would be permitted as from April 5, 1940. The following additional codes were permitted with effect from August 1:—Lombard Shipping Code, Lombard General Code, New Standard Three-Letter Code and New Standard Half-Word Code. Firms were also notified that, as from May 17, 1940, all copies of codes other than authorised codes must be made into packages and submitted to the Censorship department for sealing (and return, at the discretion of the Censorship department).

Membership.

Since the last Annual Report was issued, there have been three resignations from membership and ten accessions as follows:—

China Engineers Ltd.
Messrs. P. B. Dhabar & Co.
,, P. D. Gotla & Co.
,, Hariram Bros.

The Java China Trading Co., Ltd.
Sir Elly Kadoorie & Sons
Messrs. Kian Gwan Co. (China) Ltd.
Mr. J. K. Robinson
Messrs. U. Spalinger & Co.
The Wah Keong Rubber Manufactory.

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, \$37,950, shows an increase of \$2,075 as compared with the previous year owing to a gratifying accession of new members. Considerably more certificates of origin were issued during the year, revenue from this source increasing from \$9,032 to \$13,533. The total income on general account amounted to \$54,776.34, the surplus of income over expenditure being \$5,837.59. The General Reserve now stands at \$66,707.66.

HONG KONG GENERAL CHAMBER OF COMMERCE.

Income and Expenditure Account for the Year ended 31st December, 1940.

1939	EXPENDITURE.		1939	INCOME.	
\$ 32,314.42	To Secretarial Expenses, etc.	\$ 35,330	85,875.00	By Membership Subscriptions.....	\$ 37,950.00
2,698.24	„ Employees' Provident Fund Account.....	3,120		„ Survey Fees Collected.....	\$ 9,594.53
2,000.00	„ Leave and Passage Reserve	2,000	751.29	Less paid.....	8,764.94
923.00	„ Servants' Wages	1,083			829.59
3,734.34	„ Office Rent and Telephone	3,674		„ Certificates of Origin and	
200.00	„ Audit Fee.....	200	9,032.00	Certification of Invoices.....	13,533.00
	„ Market Report—Cost of			„ Interest Account:	
	Publication.....	\$ 921.97		Hong Kong Government 4%	
108.01	Less Sales	792.26	2,066.67	Conversion Loan	\$ 2,293.33
	„ Annual Report—Cost of		129	Hong Kong Club 5% Debentures	56.25
	Publication.....	658.76	206.25	Current Account	95.42
	Less Sales	78.00	65.41		2,445.00
494.42	„ Daily Weather Map—Payments less		580	„ Shanghai Journals	18.75
90.00	Receipts	90	14.61		
171.76	„ Books and Newspapers	290			
975.85	„ Printing, Advertising and Stationery	1,113			
569.89	„ Postages and Petties	530			
41.48	„ Telegrams	350			
68.60	„ Subs. to Federation of Chambers of Commerce of the British Empire	34			
424.00	„ Written off Safes, Furniture, etc.....	400			
\$ 44,814.01		\$ 48,938			
3,197.22	„ Excess of Income over Expenditure for the year	5,831			
\$ 48,011.23		\$ 54,776	48,011.23	\$ 54,776.34	

HONG KONG GENERAL CHAMBER OF COMMERCE.

(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.)

Balance Sheet as at December, 1940.

LIABILITIES.		ASSETS.	
EMPLOYEES' PROVIDENT FUND ...	\$ 32,308	PROVIDENT FUND INVESTMENTS, ETC: Held by Trustees, at market value...	\$32,308.32
SUNDRY CREDITORS	400	FURNITURE AND FITTINGS: As at 1st January, 1940.....	\$ 1,700.00
PASSAGE AND LEAVE RESERVE:		<i>Less</i> Written off	400.00
As at 1st January, 1940.....	\$ 3,163.79		1,300.00
Add Provision for 1940	2,000.00	INVESTMENT AT PAR:	
	\$ 5,163	Hong Kong Government 4% Con- version Loan	62,000.00
GENERAL RESERVE:		(Market value less Interest accrued at 31st December, 1940, \$59,417).	
As at 1st January, 1940.....	\$60,870.07	ACCRUED INTEREST	1,033.33
Add Excess of Income for the year.....	5,837.59	STOCK: Stationery and Pamphlets	877.00
	\$66,707	SUNDRY DEBTORS:	
		Shroff's Imprest	\$ 150.00
		Sundries.....	278.20
			428.20
	\$104,579	HONG KONG & SHANGHAI BANKING CORPORATION:	
		Current Account.....	6,632.92
			\$104,579.77

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, 1940, 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
Chartered Accountants,
Auditors.

Hong Kong, 22nd February, 1941.

LOWE, BINGHAM & MATTHEWS,
Chartered Accountants,
Treasurers.

RESTRICTIONS ON IMPORTATION OF HOSIERY INTO UNITED KINGDOM.

Towards the end of February, 1940, information was received that certain classes of textile goods (principally hosiery and shirts) which previously had been permitted entry into the United Kingdom free of restriction if consigned from Empire territories would, as from March 1, 1940, be required to be covered by an import licence if manufactured in Hong Kong. It was indicated that it was not the intention to restrict the issue of licences in cases where the authorities were satisfied that goods were substantially of Empire origin.

During March and April reports were received from the United Kingdom that, in spite of repeated application to the licensing department of the Board of Trade for import licences in respect of Hong Kong textile goods contracted for purchase prior to March 1, such licences had not been forthcoming and a serious situation had consequently arisen here in respect of goods either ready for shipment or in course of manufacture, also in regard to contracts for the purchase of raw materials.

Representations to Secretary of State.

At the request of the Chamber, the Hong Kong Government telegraphed to the Secretary of State on April 22 regarding the serious problems faced by manufacturers and merchants as a result of the failure to issue licences for Hong Kong made textile goods. It was indicated that the total value of the business affected amounted to over \$4 millions of which a considerable quantity was already made and awaiting shipment. It was also intimated that if cancellations were necessary a serious unemployment problem was likely to arise, and Empire suppliers of yarn would also lose business.

Although no reply was received to this telegram until May 11, individual merchants received messages in the meantime that licences were gradually forthcoming in respect of some of the outstanding commitments. The message from the Secretary of State intimated that licences were being freely issued for all goods in respect of which satisfactory evidence was forthcoming that firm orders had been placed before March 1, but that a condition of the issue of

licences for new business entered into after that date was that goods complied with Imperial Preference requirements.

In acquainting members with this news on May 27, the Chamber reminded members that the United Kingdom Customs had informed accountants that the required Empire content in Hong Kong manufactured goods could only be established to the satisfaction of the Customs if Empire materials were used exclusively. Instances were reported to the Chamber, however, of importers in London not having fully appreciated the situation in regard to business booked after March 1, orders having been placed subsequent to that date with factories which were not using Empire materials exclusively. Import licences were therefore unobtainable for such goods even if importers were prepared to forego any claim to Imperial Preference and pay full rates of duty.

Difficulty in Obtaining Freight Space.

In the meantime considerable difficulty was being experienced in obtaining freight space for goods in respect of which licences had been obtained and credits opened. A serious situation also arose in July when all existing licences covering textile goods were revoked pending consideration of the necessity for reducing imports into the United Kingdom.

Merchants were again faced with the problem of their responsibilities to manufacturers in regard to goods manufactured and in course of manufacture and in regard to contracts for the supply of raw materials. The position was complicated by the fact that some United Kingdom importers claimed that Government action in revoking licences relieved them of all responsibility in regard to outstanding contracts. Eventually, news was received towards the end of July that licences to the extent of two-thirds of those previously issued would be re-instated but that shipment would be required to be spread over a period of twelve months according to shipping facilities available.

Between July and August certain of the cancelled licences were restored but information exchanged at a meeting of the principal exporters held in the offices of the Chamber early in September revealed an absence of uniformity in the reinstatement of licences. Some firms reported having received licences for two-thirds of the quantity covered by commitments; others had received licences for

only one-third or less and one firm had been unable to obtain information as to the licences which would be issued.

Further Representations to Colonial Office.

At the request of the Chamber the Hong Kong Government addressed a telegram to the Secretary of State for the Colonies asking for an indication by the Board of Trade as to its intentions in regard to the balance of licences originally issued and not yet reinstated. It was pointed out that yarn contracts had been entered into for the full quantity covered by the original licences and that if these were not reinstated serious hardship would result not only to manufacturers but also to United Kingdom and other Empire suppliers of yarn. Reinstatement of all originally issued licences was asked for, together with release of requisite shipping space through the Ministry of Shipping.

In a covering letter which the Government was asked to forward by air mail to the Secretary of State for the Colonies, the Chamber referred to reports that the policy of the licensing department of the Board of Trade was to give favourable consideration to the importation from Hong Kong of goods which were exported to the United Kingdom in considerable quantities before the war but was averse to development in new lines of exports from Hong Kong to the United Kingdom. In the Chamber's letter it was intimated that Hong Kong had been unable to participate to any extent in the export of hosiery to the United Kingdom in the period before the war on account of competition from non-Empire countries so that restriction on the basis of pre-war imports would be detrimental to the Colony and must operate in favour of non-Empire countries.

The Chamber further submitted that it was reasonable to suppose that there was in the United Kingdom a severe shortage of low-priced goods hitherto imported from the Continent of Europe; articles which the poorer classes urgently needed and which Home manufacturers could not make at the prices which consumers could afford to pay. The hope was expressed that Hong Kong would be encouraged to supply some of these goods, and certainly that preference in supplying them would not be given to non-Empire countries.

With regard to the question as to whether freight space could be made available for the carriage of Hong Kong manufactured goods

to the United Kingdom, the Chamber's letter intimated that information was lacking here as to the extent to which shipping problems and port handling facilities entered into the question. Writing at a time when Great Britain was coping with violent enemy attacks, it was intimated that the Chamber put forward its suggestions with all reserve. The calls for shipping space for exports of China produce were, however, unusually low on account of the Sino-Japanese hostilities and this should leave more space for exports of Hong Kong manufactured goods.

Secretary of State's Reply.

The Secretary of State's reply to the Government's telegram on behalf of Hong Kong exporters was received in November and was to the effect that imports from the Empire of the type of goods affected by the revised licensing policy were restricted on the basis of sales of the same commodities in the United Kingdom market, namely to two-thirds of pre-war sales in the basic pre-war period. As recent imports of these goods from Hong Kong were largely in excess of the pre-war figure, it was considered that the restriction to two-thirds gave Hong Kong manufacturers more favourable treatment in the United Kingdom market than United Kingdom manufacturers. The position with regard to yarn contracts, it was stated, also arose in the United Kingdom as a result of restriction of sales. Special exception could not therefore be made in the case of Hong Kong. It was indicated that the effect on Hong Kong trade of the revocation of licences was regretted but it should be borne in mind that despite war conditions the total value of imports from Hong Kong in the first nine months of 1940 was nearly three times the value of that for the first nine months of 1939. The telegram also indicated that the second third of the revoked licences would be re-instated at the beginning of 1941.

Further Submissions on Behalf of Hong Kong.

In replying to the above submissions, the Chamber of Commerce drew attention to the fact that conditions appertaining to manufacturers and importers in the United Kingdom were widely different from those existing in Hong Kong. In the first place, information had been received that parties to these transactions in the United Kingdom are relieved of responsibility in regard to breaches of contract by reason of Government regulations. So far as Hong Kong exporters are concerned, however, legal advice is to the effect

that it is extremely doubtful if exporters could successfully plead force majeure vis a vis contracts with local manufacturers. In the second place, Home manufacturers are not committed so far forward for their yarn requirements as the Hong Kong manufacturers are bound to be on account of having to depend on imported supplies of yarn.

The Chamber reminded Government that the contracts between Hong Kong exporters and local manufacturers were entered into on the security of licences originally issued by the Board of Trade and in view of the many obstacles which had to be overcome by United Kingdom importers before they were issued in the first place, it was submitted that their revocation could not possibly have been foreseen or provided against.

It was further stated that uncertainty as to the re-issue of the cancelled licences has seriously affected British export firms here and has had a very detrimental effect on local manufacturers' production not only for the United Kingdom but also on production for other markets. Many of these factories have British capital invested in them and the number of work people employed in registered knitting factories alone is estimated by Government to total 8,347.

The Government was informed that as a result of enquiries made by the Chamber of Commerce, it had been ascertained that, once the second third of the revoked licences were reinstated at the beginning of 1941, there would remain outstanding unfulfilled contracts to the value of \$850,000 representing 1,200 space tons. It was submitted that the carriage and importation of these goods into the United Kingdom would not entail a serious strain on shipping and handling facilities whereas any departure from the principle of sanctity of contract would have serious repercussions on future trading conditions here.

The Committee also asked that the earliest opportunity should be taken to correct the apparent misapprehension in regard to Hong Kong's position as a supplier of cheap hosiery to the United Kingdom and what was apparently regarded as the "favourable" treatment accorded to Hong Kong manufacturers when compared with imports from Hong Kong during the basic pre-war period.

The Chamber made the following further submissions:

"The principal pre-war suppliers of cheap hosiery to the United Kingdom were the Continent of Europe, from which supplies are no

longer available, and Japan—importations from which country are considerably reduced under the terms of the United Kingdom-Japan hosiery agreement as revised early in 1940. Hong Kong was not able to participate to any extent in the export of hosiery to the United Kingdom in the period before the War owing to competition from these non-Empire countries.

"With regard to any suggestion of 'inequality' or 'unfairness' to the United Kingdom manufacturer, it is pertinent to comment that, so far as the trade here is aware, there was no such suggestion when the Continent of Europe and Japan were the principal sources of origin of cheap hosiery to the United Kingdom. It is thought to be somewhat unfair to Hong Kong and contrary to the spirit of imperial co-operation that such a suggestion should first appear when Hong Kong commenced to supply part of the trade formerly done by non-Empire countries.

"Exporters are advised by United Kingdom connections that there is still a demand for low price hosiery which the poorer classes urgently need, which Home manufacturers cannot make at the prices consumers can afford to pay and which is by no means fully met by present restricted importations. It is submitted that, as a part of the British Empire, Hong Kong should be encouraged to cater for this demand and that the quota allocated to Hong Kong should be based on pre-war importations from non-Empire countries. As the Government and the Board of Trade are aware, it is a condition of importation of hosiery into the United Kingdom that such articles be made in factories using Empire yarn exclusively so that—apart from the benefit to Hong Kong—Empire yarn suppliers also benefit to the extent to which Hong Kong replaces non-Empire countries as a supplier of hosiery to the United Kingdom."

Secretary of State's Reply.

A summary of the Chamber's submissions was telegraphed by the Hong Kong Government to the Colonial Office on December 23 and on January 22 the Secretary of State replied that the present situation still necessitated reduction of imports to an absolute minimum. At no stage of import licensing had it been possible to grant concessions in respect of unfulfilled contracts. The Secretary of State also intimated that home sales quotas in the United Kingdom had been further reduced as from December 1 and, since these restric-

tions affected both home produced and imported goods, it was claimed that any decision involving increased imports would be at the expense of the United Kingdom manufacturer. It was further stated that the position was constantly under review and the claims of the Hong Kong trader would be kept in mind. It was not yet possible, however, to state whether any further concessions would be possible for the period beginning July 1, 1941 (twelve months after the date of cancellation of licences).

RESTRICTIONS ON OTHER HONG KONG MANUFACTURED GOODS.

The date as from when licences were required for importation of other classes of Hong Kong manufactured goods (also China produce) into the United Kingdom, together with particulars of restrictions announced by the Board of Trade, are as follows:

<i>Type of Goods</i>	<i>Date Licence Required</i>
Rubber footwear	} 14. 9.39
*Electric torches & bulbs	
Leather manufacturers	
Perfumery & toilet preparations	
Toys	
Silk, raw & waste	9.10.39
Hides & Skins	23.10.39
Rattan furniture	} 30.12.39
Paints & Varnishes	
Soap	
Lard	20. 1.40
Preserved Ginger	} 1. 3.40
Embroidered articles	
Textile Goods	
†All other goods not previously required to be licensed	10. 6.40

* On July 29, 1940, information was received that existing import licences for hand lamps and torches would not be renewed when the period of validity ended and that the question of licensing of further imports would then be reviewed. Towards the end of the year the Secretary of State intimated that the United Kingdom authorities were not issuing licences for importation of torch cases from any country as the supply

position was satisfactory. United Kingdom importers were, however, free to import torch batteries from Hong Kong up to one hundred per cent. of such imports during the twelve months ended May, 1940.

† Included in the item "other goods not previously required to be licensed" were mats and matting. Information was received on July 29 that no other licences were being granted for the present and that the position would be reviewed in two months time.

**RUBBER FOOTWEAR: UNITED KINGDOM
IMPORT QUOTA.**

In the Annual Report of the Chamber for 1939 it was intimated that limitation of Hong Kong rubber footwear imports into the United Kingdom had been decided upon by the Board of Trade and that licences for 1940 business would be issued to importers up to 100 per cent of the goods each firm imported during the twelve months ended August 31, 1939. It was subsequently learnt that importers had been given the option of either (1) basing their 1940 quota on the quantity imported by them in the calendar year 1939 or (2) of substituting one pair of boots for two pairs of shoes up to the limit of their commitments. In the event of importers electing to substitute boots for shoes, they were not permitted to avail themselves also of the concession that their 1940 quota could be based on the calendar year instead of the twelve months ended August 31, 1939.

The above-mentioned arrangements enabled most manufacturers and exporters in Hong Kong to complete commitments entered into prior to the date of announcement of restriction of imports into the United Kingdom, and in some cases to enter into new business for 1940. Some exporters, however, whose shipments during the pre-war year were considerably less than the business entered into by them subsequent to that date, were obliged to cancel the greater part of their commitments. Special representations on their behalf were made to the Secretary of State for the Colonies but a reply was received on June 22 that no concessions were now possible other than those above detailed. It was moreover intimated that recent events might necessitate even stricter control over imports into the United Kingdom than heretofore.

In November, 1940, information was received from the Secretary of State that the 1941 quota for Hong Kong rubber footwear imports into the United Kingdom was being fixed on the basis of imports for the year 1939 but importers would be allowed to substitute boots for shoes on the basis of value for value.

In addition to problems arising from the decision to restrict importations into the United Kingdom, exporters of rubber footwear also experienced difficulty in obtaining freight space. Considerable

quantities of rubber footwear were moreover discharged at ports en route when a neutral shipping line announced its intention no longer to call at United Kingdom ports.

Quantities covered by licences issued by the Board of Trade for importation of rubber footwear into the United Kingdom during 1941 exceeded the freight space available, at any rate during the early part of 1941, and it is possible that less space will be available during subsequent months. The Chamber has been in correspondence with the Association of Importers of Hong Kong Rubber Footwear in the United Kingdom with a view to arriving at an equitable basis for the distribution of available freight space amongst exporters.

At the beginning of 1940 there were five air companies operating into Hong Kong; one British, one French, one American, one Sino-American, and one Sino-German. These were:—

Imperial Airways (Far East) Ltd. (later to be taken over by British Overseas Airways Corporation in November).

Air France.

Pan American Airways.

China National Aviation Corporation.

Eurasia Aviation Corporation.

China National Aviation Corporation, Pan American Airways and Eurasia, unaffected by the war in Europe, continued to operate throughout the year with little incident, but Imperial Airways and Air France, with connections in Europe, were forced, in the latter half of the year, to suspend direct air-connections to the Colony. Air France was finally compelled to cease operations altogether, whilst Imperial Airways' direct service with the Colony ceased after October although the regular flying boat service between New Zealand, Australia and Africa was maintained.

Effect of Hostile Action.

There was little air development internally in China during 1940, due largely to the unsettled conditions of the country. Air France, China National Aviation Corporation and Eurasia all suffered casualties during the year as a result of hostile action. Eurasia continued to operate into the Colony with Chinese crews, and inaugurated a once weekly service from Chungking to Alma Ata and thence to Moscow in conjunction with Russian Air-Lines. Pan American Airways' services were delayed on several occasions by severe weather conditions in the Pacific which at times forced them to cancel services altogether. It is understood that Pan American Airways have been granted permission to extend their trans-Pacific service to Singapore from Manila, but it is not known when they are likely to commence. This service will probably provide a fortnightly connection between Hong Kong and Singapore.

Imperial Airways' regularity suffered owing to reorganisation necessitated by developments of the War in Europe; the major event, Italy's entry on the side of the enemy in June, making inoperative the Mediterranean sector of the British routes. The only effect of this on British air services to Hong Kong was the cancellation of two outward and one inward service during that month. In July the British flying boat services were, for a short time, reduced from twice-weekly to once-weekly, but this did not affect the land plane connection with Hong Kong.

Indo-China Developments.

Following the collapse of France, the political situation in French Indo-China gradually deteriorated and as some anxiety was felt, Imperial Airways decided to cancel one outward service from Hong Kong at the beginning of July. However, matters improved and the British air service was resumed on July 10. During the same month, Air France's service between the Colony and Europe ceased, but they continued to operate between Hong Kong and French Indo-China. This local service was discontinued in the middle of July.

Further suspension of Imperial Airways' services to Hong Kong took place towards the end of September owing to the graver political developments in French territory, and permission was definitely refused for the operation of air services through Hanoi. At the beginning of October, however, Imperial Airways commenced operations from Hong Kong again as permission had been granted by the French authorities to land at Tourane, in French Indo-China. Operations by this new route were of only short duration as permission was again withdrawn and British air services to and from Hong Kong finally ceased in the middle of October. British Overseas Airways Corporation are now investigating some alternative routes from Hong Kong to connect with their main line service at Singapore or elsewhere, either by land plane or flying boat.

Increased Traffic via Pacific.

The cancellation of the British and French direct air connection between the Colony and Europe changed the general trend of traffic, and there was an increase in all kinds of traffic to Europe by the trans-Pacific route. Loads by China National Aviation Corporation's service from Hong Kong to Rangoon to connect with the British flying boat services also increased to a marked degree and necessitated

duplication of their Rangoon service between Hong Kong and Lashio. Air-mail connections between the Colony and the United Kingdom were various, the fastest being the "All-air" route by the trans-Pacific, America and trans-Atlantic services which occupies normally 11/13 days. After the close-down of the British services to the Colony, an experimental air-mail service was inaugurated by the China National Aviation Corporation from Hong Kong to Rangoon, and this was scheduled to connect at the latter port with the British flying boat services. An alternative connection with British Overseas Airways' services was by sea from Hong Kong to Singapore.

Statistics for the year 1940 show a very large increase in freight traffic through the Colony's airport as compared with last year. There is also an increase in passenger traffic, both outwards and inwards; but a drop in air-mail. The following loads were carried by British and Foreign air companies during 1940:—

	<i>Inwards.</i>	<i>Outwards.</i>
Passengers	6,462	4,505
Mail	65,947 kgs.	66,479 kgs.
Freight	254,373 kgs.	498,423 kgs.

China National Aviation Corporation's fares fluctuated slightly during the year. In February the Rangoon-Hong Kong fare was reduced from Rupees 720 to Rupees 654, but this was later increased to Rupees 860 at the end of the year.

In March, Imperial Airways' Hong Kong/Hanoi fare was reduced to £14.

A Bill to implement the recommendations of the War Revenue Committee (detailed on page 60 of the Annual Report for 1939) was read a first and second time in the Legislative Council on March 14, 1940. It was then referred to the Standing Law Committee of the Legislative Council which reported on April 1 recommending amendments on points of detail. Various suggestions for amendment to the Bill which had been made by the Legal Sub-Committee of the Chamber of Commerce were not referred to in the Standing Law Committee's report and on April 15 the Chamber addressed a letter to Government giving detailed reasons in support of these proposals for amendment. It was submitted that some of the clauses of the Bill as drafted appeared likely to give rise to difficulty—both to the administration and the taxpayer. It was indicated that the business community fully realised the extreme gravity of the situation which faced the British Empire and willingly submitted to taxation for war purposes. In principle, the War Revenue Bill, with its four specific taxes, was considered to be more suited to the special circumstances of the Colony than a full income tax measure.

The Chamber's letter continued that it had been observed that, in drafting the Bill, phrases included in the income tax laws of England had been carefully avoided. The Chamber appreciated that the Government in its draftsmanship had attempted to formulate an Ordinance which, if operated with goodwill on both sides, should procure satisfactory results. However, in view of the fact that the definition of the phraseology of the Ordinance could not possibly be exhaustive, the Legal Sub-Committee of the Chamber advised that any effort to draft such definitions was to be deprecated. On this point, attention was drawn to the Legal Sub-Committee's view regarding the definition of "profits made from transactions in the Colony" which was suggested by the Standing Law Committee. It was submitted that under this proposed definition there would be an onus on a business carried on here—whether by way of Head Office or branch—to disclose the whole of its profits wherever made and then to prove the proportion not made here from transactions here. Further, cases arose where branch offices might have deposits with their offices abroad upon which interest was allowed and credited to the local branch, though such interest was never received here. As the Bill was drawn it

was considered that such interest would not be chargeable here, but under the proposed definition it would be.

(At a meeting of the Legislative Council held on April 18 the Financial Secretary stated with regard to the definition of "Profits made from transactions in the Colony," there appeared to be apprehension that where there exists a branch in this Colony, as distinct from a head office, the books of the whole concern will have to be produced, disclosing all transactions throughout the world. This was not intended and opportunity would be taken to avoid any such wholesale requirement by submitting the matter for regulation to the Board of War Taxation).

The detailed observations enclosed with the Chamber's letter were as follows:—

PROVIDENT FUND.—It is noted that contributions by employees and employers to provident funds are not specifically excluded from assessment. It is submitted that they should be specifically excluded, on the ground that neither contribution comes into the beneficial ownership of the employee until many years have passed: in fact, many schemes have a proviso that under certain circumstances the employer's contribution may be withheld from the employee. There are salaries which are "quoted nett": e.g., \$1,000 a month with an assured pension. Theoretically, such a salary presupposes a deduction from the employee's salary and an addition to it by the employer, to provide for the pension. The usual local practice is to pay a salary of, say, \$1,000 but in terms of the contract of employment, 10 per cent. (say) is deducted from the employee and 10 per cent. is added by the employer. The employee actually receives only \$900, and it is on this amount that the assessment should be based, as this is the only asset from which the employee can pay his tax. This would bring such employee's tax in line with that of an employee who is entitled to a pension on retirement.

(The Government did not accept the Chamber's submission that contributions to provident funds should be excluded from assessment).

PRIVATE COMPANIES.—In the opinion of the Chamber, private companies as defined in the Companies Ordinance should be exempted from the provisions of Section 13 and brought within the provisions of Section 14.

(Section 13 provides for taxation on the full amount of the profits of Corporations at the rate of 10 per cent. Section 14

provides that profits of firms other than Corporations shall be exempt up to \$10,000; 5 per cent to be charged on profits exceeding \$10,000 and not exceeding \$100,000; 10 per cent on profits in excess of \$100,000)

The reason for the Chamber's submission was that nine-tenths or more of private companies within the meaning of the Companies' Ordinance are really limited partnerships. The provisions of Section 13 and 14, as drafted would, it was stated, be apt to cause a large number of such companies to cease business for the period during which the War Taxation Bill was effective, and to become partnerships. They would then no longer come within the provisions of the Companies' Ordinance which provide for audit by authorised persons and the Government would lose the benefit of a valuable check. It was submitted that it was manifestly unfair for private companies in the true sense of the word not to be dealt with as partnerships for the purposes of taxation. If they were so dealt with great relief would be brought to small business where the profits were under \$100,000 and it would make no appreciable difference to the tax paid by wealthy private limited companies because their profits in excess of \$100,000 would be charged at the 10 per cent. rate.

(The Chamber's submissions under this heading were not accepted by Government).

DEPRECIATION OF LAND AND BUILDINGS.—It was suggested that an allowance be made for reasonable depreciation of buildings and land.

(The Board of War Taxation upheld the contention of the Commissioner of War Taxation that depreciation could not be allowed on leasehold (or other) land. Reference to rates of depreciation, other than on land, is contained in the final paragraph of this summary).

EXCLUSION OF ROYALTIES.—It was suggested that royalties payable to Government be included under the deductions specifically laid down in Section 16 as it was obvious that the War Revenue Committee had no intention of proposing double taxation.

(At a meeting of the Legislative Council held on April 18, the Financial Secretary stated: "It has been suggested that royalties payable to Government should be specifically excluded under this section. It has always been understood that such royalties should be deductible from profits before profits are assessable for war taxation, and it has

always been the intention to avoid double taxation. Owing to this general understanding and to the special nature of the royalties under the Telephone Ordinance, which are calculable after, and not before, Profits Tax under this Bill will be assessed, it is considered unnecessary to insert what would require to be somewhat complicated provisions in this Bill; but I am authorised, on behalf of Government, to give an undertaking that royalties other than those paid by the Telephone Company, for which provision has already been made, will not be included in the profits subject to tax under this section").

APPEALS.—It was suggested that on a point other than one of law there should be a right of appeal with the consent of a Judge. As the Bill was drawn there was no right of appeal from the War Taxation Commissioner except on a point of law. This was felt to be wrong and it was submitted that, if leave of a Judge had to be obtained first, there was no chance of frivolous appeals or "making costs". The Legal Sub-Committee of the Chamber expressed the view that in a Bill of this nature most important questions of principle, which could not be held to be of law only, were bound to arise, and that the community was entitled to a Court's decision if they wished for it.

(At a meeting of the Legislative Council on April 18, the following additional sub-section was approved: "Appeals from decisions of the Supreme Court under this Section shall be governed by the provisions of the Supreme Court Ordinance, 1873, the Code of Civil Procedure, the Full Court Ordinance 1933, and the Orders and Rules governing appeals to the Privy Council).

The Bill was read a third time and passed at the Legislative Council on April 25.

Representations Regarding Date of Payment.

In July representations were made to the Chamber regarding the interpretation by the War Taxation Department of Section 10 of the Ordinance, the essential words of which are:

"The assessable income chargeable to salaries tax in any year of assessment shall be the income of the recipient..... for the year preceding that year of assessment."

The intention of the Ordinance, it was pointed out, was to take the income or profits of the year ended March 31, 1940, as a convenient

"yard-stick" for assessment of the tax payable in the year beginning April 1, 1940. Certain persons who had notified that they were leaving the Colony in the summer of 1940 had, however, been called upon to pay a salary tax for twelve months, plus the months which had elapsed from April 1, 1940, to the date of their departure. The grounds on which these demands for payment were based were that Section 10 could be taken to mean (and was so interpreted by the War Taxation Department) "The income of last year is in all cases the criterion of the tax payable now". Some members of the Legal Sub-Committee of the Chamber agreed that Section 10 could be read in that way and representations were therefore made to the Government to pass an amending Ordinance.

An amending Ordinance was passed on August 29 expanding and qualifying the language of Section 10 to make it clear that the whole of last year's income is the criterion if the taxpayer resides in the Colony for the whole of this year and last year, and that proportionate fractions shall be taken in cases where the taxpayer leaves the Colony before the present taxation year has ended. The new Section also covers other possible variations in residence which may be expected in a community, members of which are liable to transfer back and forth between Hong Kong and out ports. It was also provided that any periods of temporary residence in the Colony not exceeding in all three months during a year of assessment were not to be regarded as residence in the Colony.

Schedule of Depreciation Rates.

At the request of Government the Chamber in August appointed a small Sub-Committee to collaborate with the Commissioner of War Taxation in the preparation of a schedule of depreciation rates for the purposes of assessing profits tax under the War Revenue Ordinance.

It was agreed by the Commissioner that the schedule would not have statutory force but would be used as a guide and that any reasonable deviation from the schedule would be accepted. Representations by companies on the subject of depreciation, it was agreed, would be listened to and, furthermore, it was pointed out that there is a right of appeal from the Commissioner's decision.

The schedule of rates agreed with the Commissioner on the above conditions was adopted at a meeting of the Legislative Council held on September 12.

In common with most other parts of the Empire, Hong Kong has adopted measures which are designed to protect sterling exchange. Control of import of motor vehicles and radio receiving sets was announced on April 26. All imports are required to be licensed unless satisfactory evidence is produced that the goods are destined for other markets. It was intimated that the Order would not apply to motor vehicles and radio receiving sets which were on the water at the date of publication of the Order and, following representations by the Chamber, it was later announced that any such goods for which firm orders had been placed before the date of the Order would also be exempt from restriction.

Representations were made to Government on May 7 on behalf of importers of radio receiving sets from non-sterling countries. It was asked that the example of other Colonies be followed and that, instead of total prohibition, importations from non-sterling countries be permitted on a restricted basis. It was claimed by the importers that manufacturers in non-sterling countries had made special provision to meet local requirements by manufacturing sets for export designed to resist tropical conditions, also giving special wave-band coverage. It was also claimed that such manufacturers had specialised in small but efficient sets at low prices, meeting the demand of the masses, and that many of the numerous licensed dealers in Hong Kong had built up business based on the supply and serving of these radios. Having purchased servicing equipment which would be useless for other makes, many of them would, it was stated, go out of business if they could not buy from those manufacturers in non-sterling countries.

NOTE.—(In a letter addressed to Government by a firm representing British manufacturers, copy of which was forwarded to the Chamber, it was claimed that British manufacturers had developed and successfully placed on the market a full range of receiving sets specially designed for export, to full tropical specifications and covering all the wave-bands required. Such sets, it was stated, had proved entirely satisfactory for several years past on the Hong Kong market and were available in sufficient quantities to meet all the needs of the local market and at reasonable prices. As regards servicing equipment, it was stated that British manufacturers had developed most comprehensive service data and equipment which would be freely available for the local trade and it was disputed that local dealers would go out of business if they were unable to buy from non-sterling countries).

With reference to the representations on behalf of importers from non-sterling countries, the Government replied that the restrictions on such importations would be reviewed later if a serious shortage of stocks was established to the Government's satisfaction.

Further Representations by Chamber.

On November 8 the Chamber addressed the Government recommending that, both in regard to motor vehicles and radio receiving sets, licences to import restricted quantities from non-sterling countries should be issued by the Controller of Trade if it could be established that a demand existed which could not be fully met by imports from the United Kingdom. The Chamber's letter continued: "Representations have been received from some merchants interested in the motor vehicle trade that business has been seriously curtailed on account of the difficulties in securing a sufficient number of certain types of British cars and trucks from factories in the United Kingdom, as well as on account of transportation difficulties. It is submitted that Canada has special claims for consideration in the fulfilment of such orders from Hong Kong as cannot be met by United Kingdom manufacturers, because the export of motor vehicles to Hong Kong provides the Canadian Foreign Exchange Control Board with United States currency which is of value in the fulfilment of Canada's war effort. It is understood that the Ottawa Government proposes to make telegraphic representations in this sense to His Majesty's Government through the High Commissioner for Canada in London and it has also been submitted that, as Hong Kong is not a part of the sterling area, imports of Canadian motor vehicles into this Colony do not provide a drain on the United States currency resources of the sterling area.

"In conclusion, I am directed to intimate that the Committee of the Chamber would appreciate receiving reasons why it is considered necessary to enforce in Hong Kong more stringent regulations than exist in the Straits Settlements, a Colony within the sterling bloc. Information has been received from Singapore that importation of motor vehicles other than British is permitted into the Straits Settlements on a restricted basis and that no restriction is placed on the importation of non-Empire radio receiving sets."

It is understood that the matter is still the subject of discussion between the Hong Kong Government and the Secretary of State for the Colonies.

With reference to the Government's decision not to renew existing pier leases which expire in 1949 (reference to this matter is contained in the Chamber's Annual Report for 1939 pages 18-20), Sir David Owen arrived in Hong Kong from England early in 1941 to make an enquiry and to report on the harbour of Hong Kong, his terms of reference being as under-noted. Sir David Owen was General Manager of the Port of London Authority from 1922 until 1938 and previously served with the Mersey Dock and Harbour Board, was Manager of the Goole Docks and afterwards General Manager of the Belfast Harbour Commissioners.

Sir David Owen's terms of reference were as follows:

"To investigate the whole question of harbour facilities, organization and administration at Hong Kong, having regard to the existing system of pier leases which are due to expire in ten years' time; and in the light of local physical, economical and political conditions to make recommendations for measures by which the port could in future be developed and controlled to the best advantage of all persons and interests dependent on its services."

At a preliminary discussion with representatives of firms interested in the harbour on January 14 in the offices of the Chamber, Sir David Owen intimated that he appreciated the importance of safeguarding to the utmost the interests of trade and commerce and those engaged in it. He had not come with any preconceived ideas on the subject of port administration or control at Hong Kong. It was necessary in these matters to be guided by local conditions and he was anxious to obtain all the information possible regarding these conditions.

Sir David Owen remarked that the formation of a Port Trust in Hong Kong had been mentioned to him as one of the possible solutions to the problem here. He was therefore bound to enquire into its possibilities.

Representatives of firms present at the discussion laid particular emphasis on the fact that Hong Kong was one of the cheapest working ports in the world and it was extremely important to maintain these charges on as low a level as possible, particularly as Hong Kong produces very little and consumes a very small proportion of what enters the port.

Sir David Owen replied that he had always preached the doctrine that the charges of every port should be as low as possible, because the charges pass with the goods and fall eventually on the consumer. Low charges were particularly essential in the case of entrepot trade as heavy charges might drive it away altogether. Whilst he was not "wedded" to any particular form of port control he did not consider that it necessarily followed that, with a Port Trust, charges went up and a port became a dear one. The Port of London Trust for example had reduced charges by £1 million a year. Members of a Port Trust were usually elected by those who paid the port charges and the Trusts were run on business lines. The disadvantage of Government control was that they might want more revenue. It might not be in a Government's immediate interests or within its capacity for wisdom to see the eventual effects of increased charges, whereas if those principally concerned were controlling a Public Trust, it was in their interests to ensure that charges remained low.

Sir David Owen said he appreciated that the present situation here was retarding the development of the port. Government had refused to renew the pier leases and he was faced with the problem of making recommendations for the future administration of the port which would be to the advantage of those who had interests in harbour facilities. No recommendation of his would add to their burdens. As far as he could see, no-one here was at present charged with the duty of watching the development of the port and planning for the future. With all due respect, he did not think the Government could do that adequately. He was not sure that private enterprise could do it either. Private enterprise would look after its own interests and develop if it saw a demand, but in view of the varying interests, he was not quite sure that private enterprise could adequately face up to the problem of the future of the port as a whole. He was not necessarily advocating a Public Trust but the one thing which was to be said in its favour was that it could do this very necessary thing.

Sir David Owen replied as follows to an enquiry as to the forms of port control other than Government control:—

- (1) *Municipal control*, e.g., Bristol, owned by the Municipality. The port is regarded as the mainstay of the city and it is in the common interest to keep charges cheap. It was carried to such an extreme in the case of Bristol that the port had been run at a loss and the deficit made up out of the public rates.

- (2) *Railways control*, e.g., Southampton, Hull, Cardiff, owned by the principal railway serving the port. This works out satisfactorily. The Railway Company, for instance does very well at Southampton and charges are reasonable for the large ocean passenger vessels which use the port.
- (3) *Public Trust System of Control*, e.g., London, Liverpool, Newcastle, Belfast, Glasgow. The members of the Trust are largely elected by the people who pay the port charges, the Trust being run on business lines. Any surplus at the end of the year must be put back into the port.
- (4) *Private Ownership*. There are a few ports such as Granton, near Edinburgh, and Port Sunlight, the port facilities of which are owned by some individual or company and are run purely for profit. The Port of London until 1909 was run by different Dock Companies which competed with each other. According to the theory of competition that should have made for a cheap port. It did, but the companies became bankrupt because charges had been reduced below an economic level. A valuation of the properties was made and the companies were paid £22 millions, this money being raised by a loan on the public. The property then passed into the hands of the Public Trust.

Concluding his review of various forms of port administration throughout the world, Sir David said that on the Continent many large ports were owned by the municipalities although the Government usually undertook such work as dredging. In the United States of America most of the ports were run by small public trust commissions elected by the people interested in the port. In South Africa, railways and harbours belong to Government. A General Manager is appointed and there is also a Government Minister corresponding to the Minister of Transport in the United Kingdom. In the course of his visit to South African ports, Sir David said he had formed the opinion that while there might be a good deal to be said for that system, there was also a good deal of dissatisfaction on the part of the public.

During his stay in Hong Kong, Sir David Owen had interviews with representatives of enterprises concerned with the harbour. His report has not yet been published.

SHIPPING SURVEY REGULATIONS: PASSENGER ACCOMMODATION.

During 1940 agreement was reached with the Principal Surveyor of Ships regarding proposed requirements for the survey of passenger accommodation on ships engaged in the carriage of berthed and unberthed passengers.

(Rules regarding ship construction and life saving appliances had been previously agreed in 1935 and are summarised in the 1935 Annual Report pages 28-32).

In May, 1940, the Shipping Sub-Committee of the Chamber had a discussion with the Principal Surveyor of Ships regarding the Government's proposal to regard vessels the keels of which were laid after January 1, 1933 as "new" ships for the purpose of the passenger accommodation requirements, other vessels being regarded as "existing" ships. This was the date adopted in respect of the definition of "new" and "existing" ships for the construction and life appliance rules agreed in 1935.

It was explained by the Principal Surveyor of Ships that in all vessels now running with which the Marine Surveyors Department were concerned, passenger accommodation had been brought up to the proposed standards as far as was reasonable and practicable. This had been done in consultation with the shipping companies concerned. Unless the regulations were ante-dated to 1933, ships already converted to the passenger service here but which, because they had been laid up or for other reasons, had not come up for survey, would have an unfair advantage over those which had come up for survey in that they would be regarded as "existing" ships.

The Shipping Sub-Committee agreed with the definition suggested by the Government and the Rules, as agreed, were introduced early in 1941.

QUARANTINE ANCHORAGE: USE OF KOWLOON BAY.

The Chamber of Commerce, on June 5, made representations to the Government with a view to use of the quarantine anchorage at Stonecutters being limited to river steamers and vessels clearing in emigration and working cargo in quarantine. It was submitted that examination at Kowloon Bay was more convenient now that—owing to war conditions—all vessels other than river steamers are required to enter Hong Kong from the East. Particular reference was made to vessels the berths or buoys of which are at the eastern end of the harbour. Examination at Stonecutters in such cases involved the vessel passing through the harbour twice, together with the attendant risk, expenditure of valuable fuel and loss of time.

The Government having replied that it was not prepared to accede to the Chamber's request, which it was stated would involve the appointment of an additional health officer, the Chamber in the course of further correspondence explained that ocean shipping companies were only desirous of the Stonecutters anchorage being maintained as a quarantine anchorage in certain special circumstances which concerned emigrant ships only and which would not require the attendance there of a port health officer. Attention was drawn to the fact that vessels carrying emigrants from the North in transit were required to give strict assurances that none of these emigrants would disembark in Hong Kong. The only way in which it had been found practicable to implement these assurances was to arrange for such vessels to be worked in quarantine. This debarred from coming alongside the hosts of sampans which would otherwise give easy access to the shore; the only craft permitted were the companies' own registered cargo boats. It was submitted that it would meet the case of such vessels if they were examined at the Kowloon Bay quarantine anchorage and permitted to go to Stonecutters and work cargo there, still flying the quarantine flag and preserving the quarantine status of the berths. It would be impracticable for them to work cargo in Kowloon Bay because of the distance from the main godown centre of Hong Kong.

It was submitted that no increases in the present personnel of the port health department should be necessary if all examinations in quarantine took place at Kowloon Bay, with the exception of river

steamers when river ports were declared infected. The concentration of quarantine examination at Kowloon Bay would not, it was submitted, involve the transfer of the central office to that vicinity or the establishment of an office there other than in the sense in which the port officer on duty's launch could be regarded as a "floating office."

Representations to Shipping Control Board.

A reply was received from Government that it was still not prepared to accede to the Chamber's request but reconsideration would be given to the matter after the war. In asking the Shipping Control Advisory Board to make further representations on behalf of shipping companies, the Chamber commented that the Government's reply seemed somewhat illogical since the request for quarantine inspections to be carried out at Kowloon Bay was the outcome of the war time requirement that ships must enter the harbour from the east. In normal times, ships requiring to proceed to Stonecutters quarantine anchorage could enter the port from the south and subsequently proceed to their buoys or wharves at the eastern end without involving two passages through the harbour. It was intimated that the assistance of the Shipping Control Advisory Board (as representing the Ministry of Shipping) was requested because it was the announced intention of the Ministry of Shipping that every endeavour be made to give ships under their jurisdiction quick despatch; present quarantine conditions were hindering this being done.

On October 23 the Chamber was informed that arrangements had been made between the Shipping Control Advisory Board and the Medical Department whereby, when desired by shipping companies, examinations in quarantine would take place at Kowloon Bay providing that shipping companies made arrangements for a launch to be available in the event of the medical department's launches being engaged elsewhere.

A New Proposal Withdrawn.

Towards the end of the year the Director of Medical Services suggested an amendment to the Quarantine Ordinance which would entail all vessels not granted free pratique flying the quarantine flag on entry into the port, and proceeding to Kowloon Bay for examination. As this would affect "clean" ships from "clean" ports which can at present proceed at once to their berths and commence work, shipping companies opposed the proposal which was subsequently withdrawn.

BECKWITH BELL & SOUND SIGNALS.

The Chamber informed the Government on June 5, 1940, that Shipping Companies, at the request of the Chamber of Commerce, recently requested the views of masters of vessels frequently using the port regarding a suggestion that the Beckwith Bell at Tathong Point had proved of little use as a fog warning and that Government be recommended to replace it with some more efficient sound signalling device.

(A Harbour Office notification dated January 1, 1940, intimated that the Beckwith Bell had been withdrawn until further notice. This announcement followed a Police report that the bell had been stolen).

The Government was informed that the majority of views received from masters of vessels favoured replacement of the Bell with a foghorn or other efficient sound signalling device in the same vicinity but on the top of Tathong Point above where the rocks are painted white. The hope was also expressed that steps would be taken regularly to renew the white paint on this spot as it is often of use in poor visibility in indicating the close proximity of Tathong Head.

The Government replied that a new bell had been ordered and was on the way to the Colony.

At a discussion with the Harbour Master on November 20, 1940, the Shipping Sub-Committee withdrew its objections to the proposed re-erection of the newly purchased bell on the old site at Tathong Point, provided that its replacement by an electric oscillator was recognised as a matter of urgent importance to shipping and that enquiries for the purchase of such apparatus were instituted immediately.

In conveying this information to Government, the Chamber intimated that the Committee was glad to note the Harbour Master was in favour of the use of more up-to-date forms of sound signalling, a recommendation to which effect had been made by the Chamber in a letter to Government dated March 23, 1939. It was submitted that efficient aids to navigation were of even greater importance under present conditions which had so considerably enhanced the value of shipping.

The Chamber's letter concluded: "It is gathered that the Harbour Master has in mind alternative uses for the Beckwith Bell when it is eventually replaced by an electric oscillator. The Committee agreed with the Harbour Master that it is necessary to proceed at once with the construction of watchmen's quarters at Tathong Point in order to guard against the possibility of renewed attempts to steal the bell for sale as scrap metal."

The Chamber circulated members on November 1 intimating that information had been received that an Enemy Shipping Claims Committee had been established in London under Section 1 of the Trading with the Enemy Act to: (a) obtain possession of any cargo lying in an enemy ship at a neutral port; (b) enforce obtaining payment of any claim against any ships owned or chartered by an enemy or against the owner, charterer, master, or agent for any such ships; or (c) resist any claim made by the owner, charterer, master or agent of any ship owned or chartered by an enemy.

The London Chamber of Commerce, it was intimated, would continue to deal with claims for possession of cargo on German ships and such claims were excluded from sub-paragraphs (a) & (b) above. All other claims against German ships, and all claims against other than German ships would be taken over by the new Committee.

Members were also informed that an order had been made by the Board of Trade under United Kingdom Defence Regulations 55 & 80 A. requiring all persons in the United Kingdom having claims under paragraph (1) above to send particulars to the Committee.

The new Committee, it was stated, would proceed as far as possible to obtain release of cargo without payment to enemy ship owners, instead of negotiations for release of cargo and payment of agreed sum up to maximum permitted by licence. The Committee would require a contribution from the cargo owner or other claimant in all cases where action had been successfully taken. Such contribution would not ordinarily exceed four per cent of the value of cargo or claim.

Members were also informed that the Hong Kong Government would shortly publish an Order on the subject. Persons concerned would be asked to communicate within a reasonable period to a named authority particulars of cargo in which they had an interest, of documents of title in their possession and of other particulars of claim against any enemy ship to which the Order relates.

Members were advised to watch the Government Gazette for further advices on the subject, and meanwhile to proceed with the collection of relevant documents.

In the Gazette of November 8 appeared the text of an order controlling cargo in ships owned or controlled by an enemy. Persons owning or having an interest in cargo or ships controlled by an enemy or having claims or cause of action whether in respect of such cargo or otherwise against any such ship, its owner, charterer or master thereof, were notified that, if requested by the Custodian of Enemy Property, they must produce all relevant books, accounts or other documents relating to the undertaking.

COMPENSATION TO SEAMEN ARISING FROM WAR LOSSES.

Papers were forwarded to the Chamber for information by the Government in January, 1940, relating to proposals by the British Government for the payment of extra wages to officers and men of ships which are lost through enemy action. Copy of a notice relating to the scheme which had appeared in the press in the United Kingdom was included in the papers. The proposal was that the British Government would share with the ship-owners the cost of paying, to all surviving officers and men whose ships are lost through enemy action, wages for a period of one month or until they returned to the United Kingdom, whichever should be the greater. The owners had further offered to supplement during the second month the compensation to those who are injured when their ships are lost, and the effect of this would be that where a man was in receipt of full disability allowance he would in fact receive full wages.

The Chamber was informed that it was proposed to include within the arrangements all British ships on Colonial registers.

After submitting the matter to interested shipping firms in Hong Kong, the Chamber intimated that shipping companies concurred in the proposals and information was asked for as to whether provision had been made for allowances during possible internment. A reply was received that in the case of a seaman whose ship had been lost by enemy action and who was detained, it was intended that full wages would normally be payable for one month and that thereafter a detention allowance would be payable under the War Pensions and Detention Allowance scheme.

Papers were also forwarded for the information of the Chamber relating to arrangements made for the payment of compensation for war injuries sustained by British seamen. Opportunity was taken to enquire of the Government as to the outcome of discussions which had taken place locally regarding the question of compensation for Chinese seamen in the event of injury or death due to hostilities. The Chamber was informed that the matter was the subject of discussion with the appropriate authorities in the United Kingdom.

DANGEROUS GOODS REGULATIONS.

In March, 1940, the Chamber made representations to Government regarding the serious effect of recently enacted Dangerous Goods Regulations on the carriage of firecrackers from Hong Kong—a trade which amounts to approximately \$4 millions yearly. Attention was drawn to the fact that as a result of discussions in 1939 (reported on pages 39 and 40 of the Annual Report for 1939) an assurance had been given by Government representatives that no restrictions would be placed on the carriage of Chinese firecrackers provided that they were properly packed and stowed. The recently enacted regulations, however, only exempted "firecrackers containing no chlorate" from the very severe restrictions imposed on the carriage of Class VII Dangerous Goods. As most Chinese firecrackers contain some chlorate or perchlorate the effect of the regulations under this section would be (a) to require all ships carrying firecrackers as cargo to proceed to the Dangerous Goods Anchorage and (b) to impose on the quantities permitted to be carried by passenger ships a limit so small (300 lbs.) that it would in effect involve a total loss of the trade to such vessels.

The Chamber submitted that the small explosive content of a Chinese firecracker is as isolated as it can possibly be. The firecracker is a package in itself and is made up with other firecrackers into a paper package. This package is then placed in the final outer wooden case or fibre carton. There is therefore no possibility of explosive escaping. The Government was also informed that there had been cases of fires having occurred on ships when firecrackers were among the undamaged cargo, the implication being that they resist fire better than general cargo.

Following the Chamber's representations, Government introduced an amendment deleting the words "containing no chlorate" from the list of exemptions, thus exempting all Chinese firecrackers from restriction providing that they are packed and stowed to the satisfaction of the Harbour Master.

Representations on Behalf of Oil Companies.

The Chamber also made submissions on behalf of the Oil Companies regarding the newly enacted Dangerous Goods Regulations reading as follows:—

157. The master of a lighter or junk shall not cause or permit any fire or artificial light or matches or other means of producing ignition to be used upon such lighter or junk, or smoke or permit smoking to take place on board at any time.

172. No stove shall be fitted, and no provision shall be made for making a fire by any means on any lighter or junk.

It was explained that the lighters of the Oil Companies proceed as far as Wuchow and take anything up to eight days on a round trip. It was submitted that if existing cooking facilities were removed, illicit means of cooking would be resorted to immediately the lighters left port and this would constitute a grave danger to their safety. The craft in question are all-steel vessels fitted with properly constructed hatches and no fires are at present permitted on board whilst they are loading or unloading cargo. A galley constructed of non-combustible material is provided in the safest place, i.e. at the stern, which is used only when all hatches are battened down. This had been the practice for a considerable number of years without mishap.

Petroleum-Carrying Junks.

It was further intimated that the case of junks which load petroleum products at Hong Kong and proceed outside the waters of the Colony is in a different category. In their case it was submitted that no matter what regulations were made for the Colony they would commence to cook once they were outside the waters of the Colony. If facilities were allowed in the safest place, i.e. over the stern of the junk, and no fires were permitted whilst they are loading or discharging in the Colony, it was considered this would in large measure minimise the fire risks.

The following amended Regulation was suggested and it was intimated that this amendment had formed the subject of discussion between a representative of the Oil Company and the Harbour Master who had approved it:—

- (a) The Master of a lighter or junk shall not permit any fire or artificial light or matches or other means of ignition to be used upon such lighter or junk or smoke or permit smoking to take place on board whilst petroleum products are being loaded or discharged
- (b) "Cooking facilities may be provided in:
 - (1) Steel lighters in an approved galley properly constructed of non-combustible materials.
 - (2) Junks, if such facilities are situated over the stern."

Packing of Petroleum on Junks.

Reference was also made to Regulation 164 (4) reading as follows:—

"All case oil carried on any junk shall be contained in barrels or drums or in tins in cases: provided that tins containing kerosene need not be enclosed in cases."

It was intimated that the provisions of this regulation would seriously interfere with an important trade from Hong Kong to Chinese coast ports in low-flash oil, i.e. benzine, which is carried in naked tins loaded into agents' or dealers' junks at the Companies' installations. In support of their request that the provisions of this regulation be withdrawn, the Oil Companies state that when benzine tins are packed in cases it is not possible to detect small leaks which would otherwise be apparent with naked tins, leading to their immediate rejection and return to the installation when loaded. In this connection it was mentioned that a highly volatile oil such as benzine does not readily show a stain on the outside of a wooden case such as occurs with kerosene.

It was therefore submitted that the casing requirement would constitute a hazard rather than a safeguard and would involve a useless and serious charge on the trade in that cases are not desired by the Oil Companies' agents or their customers. When the oil is landed from junks at the Chinese coast port, the case would be redundant as naked tins only are transported by coolies from the port to the interior.

In the course of later representations it was further submitted that cases would constitute an additional fire risk as they are made of comparatively soft inflammable timber which absorbs and retains for a considerable period any benzine which might leak from a defective tin. On the other hand a benzine leak in a naked tin would immediately evaporate and hence the gas would be dispersed more quickly.

Again, if a source of ignition was accidentally proved, it was considered that with naked tins there was every possibility that a flash only would occur without the cargo actually being set on fire, whereas with the additional highly inflammable case material in existence the chances of a fire taking place would be greatly increased. In support of this theory, the Oil Companies intimated that they have records of a flash only having occurred in both benzine and kerosene main storage tanks with the roofs of same being wholly or

partially destroyed without the liquid contents of the tanks being set on fire, and it was submitted that the condition with naked tins is analagous.

In passing these submissions to Government, it was intimated that the proposed amendments to the regulations were prompted in an endeavour to minimise risks. They had formed the subject of discussion between the Harbour Master and a representative of the Oil Companies and the Harbour Master had undertaken to make recommendations to Government thereon.

A Ruling Asked For.

No reply having been received from Government, the Chamber reverted to the matter in a letter to Government on October 23 and intimated that since the date of the interview with the Harbour Master the Oil Companies had proceeded in accordance with the terms of the verbal understanding with the Harbour Master. They had informed the Chamber, however, that it was a matter of considerable importance to them that amendments be made as soon as possible to the Regulations in order to regularise the position and to obviate any possibility of action being taken against them for a technical breach of the regulations as at present worded.

Government's Reply.

The Government replied on November 7 that as regards Regulation 157, the Harbour Master reported that he was opposed to any type of fire etc. being used on a loaded junk or lighter whilst in the waters of the Colony. The Harbour Master had addressed a letter to the Port of London Authority asking for advice and recommendations based on the cooking arrangements on the Authority's petroleum barges. The Harbour Master had intimated that he would raise no objection to such recommendations being adopted here in respect of the lighters belonging to the Oil Companies. It was therefore proposed by Government that the regulation remain as at present worded until the Harbour Master received a reply from the Port of London Authority when he would be in a position to define the cooking arrangements which he would be prepared to approve for lighters used outside the waters of the Colony.

With regard to Regulation No. 164 (4) it was intimated that the Harbour Master remained of the opinion that the tins should

be contained in wooden cases because they are less likely to be damaged during handling and are better able to withstand compressive stresses when loaded in a junk. Government was prepared to give the Chamber's representations further consideration when a reply had been received to the letter addressed to the Port of London Authority and when the Assistant Crown Solicitor—who was responsible for the original draft of these regulations—returned to the Colony.

Renewed Representations to Government.

In conveying to Government the thanks of the Oil Companies for the assurance that their representations would be given further consideration, the Chamber intimated that the Oil Companies asked, in the meantime, for an assurance that Regulation 164 (4) in particular would not be enforced pending the final decision. It was indicated that it was not customary for them to pack benzine tins in cases, except where shipment is made by sea-going vessels, and the use of cases for shipments across the harbour would be a severe handicap to their business and an additional expense which it was submitted had been proved by long practice to be unnecessary. The objections to the use of cases for this purpose had been stated in previous correspondence and the Oil Companies maintained the opinion that tins in cases are more liable to damage during handling than naked tins, despite the opinion of the Harbour Master to the contrary. It was intimated that tins are provided with a handle for easy lifting and they are less than half the weight of a case which is difficult to handle and which, being strong, is frequently thrown down with considerable force. The Oil Companies stated that their very extensive practical experience in these matters had established that tins in cases received greater damage in handling than uncased tins and it was mainly because of this very fact that the general use of cases was discontinued. In the view of the Oil Companies, the only occasion on which the use of a case was justified was when the packages have to be stacked more than six feet high, as in a ship. The compressive stresses on the bottom layer of the tins when stacked not more than six feet high, as in lighters and junks, were stated to be so inconsiderable that they could be ignored.

Temporary Suspension of Regulation.

On December 20 the Government announced that the provisions of Regulation 164 (4) would be suspended for the time being.

The Government replied on May 22, 1940 to the request made in the Chamber's letter dated November 9, 1939 (summarised in the 1939 Annual Report, pages 47-50) that various amendments be made to the proposed regulations for the control of land boilers in the Colony.

With regard to the representations on behalf of power and generating stations that tests of steam pipes were unnecessary and that the power given to the inspector under the proposed regulations, to remove lagging would cause very serious inconvenience, the Government commented that the proposed regulations followed closely those in force in India. The Indian Government had been consulted and had intimated that no difficulty had been experienced there in enforcing the corresponding regulations. Under the Indian regulations steam pipes must either be covered by makers' test certificates or tested hydraulically before erection. Subsequent hydraulic tests were limited to pipes which appeared defective and which might, under the orders of the Chief Inspector, be required to be removed or isolated for individual hydraulic test. No provision was made for the periodic testing of pipe lines or for subjecting permanent connections in pipe lines to hydraulic tests. The powers of the Inspectors in the matter of laying pipe-lines bare were limited to the removal of lagging at flange connections and only under the orders of the Chief Inspector could an owner be required to remove more of the lagging from pipe lines.

It was submitted by Government that public interest required that the inspector should have adequate powers to satisfy himself periodically that no risk was involved in the use of any boiler or its pipes. Experience, it was claimed, had shown that inspectors could be relied on to exercise their powers with discretion and due regard to the inconvenience and expense which their inspections caused to boiler owners.

"Inspectors" & "Inspecting Authority."

The Government replied in the affirmative to the Chamber's enquiry whether it was proposed to recognise British Classification Societies under Section 2 (e) of the Boilers Ordinance defining "inspecting authority."

As regards the definition of "inspector," the Government stated that it was the intention to appoint not Government inspectors but surveyors of the two Classification Societies in Hong Kong. It might, however, be found necessary to appoint in addition, as inspectors, persons already engaged in the inspection of land boilers in the Colony.

With regard to the Chamber's suggestion that any boiler failure, irrespective of loss of life, should form the subject of an enquiry by technical experts, the Government submitted that ample powers for dealing with such enquiries were contained in Section 2 of Ordinance No. 13 of 1886.

Chamber's Reply.

Replying on July 25, the Chamber intimated that the Companies on whose behalf representations were made had noted with regret that Government was not prepared to concede the principal modifications asked for. It was particularly noted that, in spite of the recommendation of the British Standards Institution that it was inadvisable to submit a completed steam pipe installation to any hydraulic test, the Government proposed to retain the clause giving the Surveyor power to require such a test.

It was also submitted that, under the terms of the Government's letter, the appointment might be contemplated of inspectors who had not specialised in the inspection of large land boilers. It was strongly urged that owners of large boilers who had a European operating staff should have the right to insist that their boilers be inspected by a Surveyor of a recognised Classification Society if they so desired.

With regard to the Government's opinion that ample powers for dealing with enquiries into boiler failures were contained in Section 2 of Ordinance No. 13 of 1886, namely:—

"The Governor in Council shall have power to nominate and appoint Commissioners under the public seal for the purpose of instituting, making and conducting any enquiry that may be deemed advisable, and for reporting thereon; and also to appoint a secretary or clerk to such commissioners, at such salary or remuneration as he may think fit"

the Chamber's letter stated that technical experts consulted by the Chamber had expressed the view that the above-mentioned procedure

would be unnecessarily cumbersome for conducting enquiries into boiler explosions and that it would be preferable to adopt the Chamber's suggestion for the formation of a "panel" of experts.

In view of the fact that a period of over eight months had elapsed since representations had last been made on this subject and that, in the meantime, the outbreak of hostilities in Europe had had serious repercussions in Hong Kong, the hope was expressed that Government would agree to postpone a decision as to the date from which the proposed regulations would become effective. It was also hoped that the Chamber would be given a further opportunity of commenting before a date was finally decided upon.

Decision Postponed.

On August 9, 1940, the Government informed the Chamber that it was prepared to agree to postponement of a decision in the matter of enforcement of the proposed boiler regulations.

DAYLIGHT SAVING DISCUSSIONS.

In January, 1940, the report was published of a Committee appointed by Government to consider the question of daylight saving. The Committee's terms of reference were as follows:

"Having regard to the facts that—

- (1) the conservation of sterling exchange is very necessary to the successful prosecution of the war with Germany;
- (2) the coal used in the generation of the Colony's electric light supply is largely purchased from countries outside the sterling group;
- (3) the majority of the shops and many of the factories in Hong Kong are open to a late hour of night;

to examine and report on the advisability of—

- (a) adopting an official time for the Colony one hour, or part of one hour, in advance of the time of the 120th meridian East of Greenwich for the whole or for part of the year, and
- (b) limiting by statute the number of hours per diem during which workers in shops and factories may be employed."

The Committee reported, in part, as follows:

Committee's Report.

"Hong Kong has already, in fact, a measure of daylight saving: standard time is twenty-three minutes in advance of local time. The Straits Settlements Daylight Saving Ordinance provides for an advance of only twenty minutes beyond the mean time of the 105th meridian. This standard time (the time of the 120th meridian East of Greenwich) was introduced to ensure the use of the same time by all the people in a large area, and this area or zone extends from Pakhoi to Korea and embraces the coast ports of China, Formosa, the Philippines and Western Australia. For Hong Kong to have a different time from these places would cause a certain inconvenience, which we do not regard as insuperable. We do, however, consider that no useful purpose would

be served within our terms of reference by further extending daylight saving in Hong Kong for the simple reason that there is little or no daylight to save. The question of further time for recreation in the evening, besides not falling within our terms of reference, could be answered by an adjustment of office hours.

"We append a memorandum and graphs prepared by the Acting Director of the Royal Observatory. It will be seen that the latest time of sunrise is about 7 a.m. and that in comparison with, say, London there is comparatively little variation throughout the year. As a result local factories and workshops have established 7 a.m. as the opening hour; that is, work begins as soon as daylight permits.

Factory Hours' Limitation Opposed.

"Normal factory hours are 7 a.m. to 12 noon, 1 p.m. to 5 p.m., with overtime from 6 p.m. to 8 p.m. These are based largely on the hours of daylight, so that no useful purpose would be served by altering the official time with a view to daylight saving."

The Committee gives in its report figures of importation of coal into Hong Kong, and countries of origin, and comments that approximately two thirds of the total is consumed by steamships coaling in the Colony's waters.

The report continues:

"We are informed, however, by the Hong Kong Electric Company and the China Light and Power Company that all the coal used by them in the generation of the Colony's electricity supply is purchased from India and French Indo-China, so that the question of the conservation of exchange as a war measure by a reduction of coal imports based on decreased electric light requirements does not appear to arise.

"Bye-law 8 made under the Factories and Workshops Ordinance of 1937 forbids night work by women and young persons. The Protector of Labour may in exceptional cases authorize the employment of any young woman or young person of 16 years or over for not more than 60 days in any year between the hours of 8 p.m. and 7 a.m. As many women are employed in factories, especially knitting factories, this automatically controls the hours per diem worked in such factories. In consideration of this and in view of the further fact that a number of factories are engaged in war work we have not thought it advisable

in present circumstances to recommend the limitation by statute of hours of employment in factories.

Shop Closing Hours.

"In the case of shops, however, we are of the opinion that the same considerations do not apply. Factory owners may allege that they have to compete with factories in places where hours are uncontrolled. We do not feel called upon to comment on this argument, beyond recording that it does not apply to shops in the same place which only compete one with another. We append a statement of the normal working hours in shops in Hong Kong, and we recommend, largely as a social measure, that shops with certain exceptions should be closed for the purposes of retail trade or business at 8 o'clock every evening. In view of the strong views held on the subject by the Chinese members of our Committee we do not make any recommendation regarding half-day or whole-day closing on Sunday. Our Chinese members were also of opinion that for the majority of the population who live a hand-to-mouth existence the need to purchase foodstuffs ahead would cause hardship.

"We have obtained from the electricity supply companies figures of the probable saving of coal: (a) if an hour's daylight saving were introduced and (b) if shops were compelled to extinguish their lights at 8 p.m. The estimated figures for (a) and (b) are respectively 10¾ tons and 7½ tons per day. These are not large, especially in the latter case, and as a result we have refrained from making any recommendation regarding the lights in shops".

An Ordinance giving effect to the Committee's recommendation for the enforced closing of shops not later than 8 p.m. was passed by the Legislative Council on March 14, 1940.

Daylight Saving in Shanghai

On May 23 a telegram was received from the British Chamber of Commerce, Shanghai, to the effect that a proposal to advance the clocks one hour as from June 1 (Tientsin and Peking already being on this time) was being considered in Shanghai but as it was thought the proposals could not be fully effective unless similar arrangements were adopted in Hong Kong, the Shanghai Chamber would be glad of an intimation as to Hong Kong's views.

The Chamber replied that the Government had adopted a Committee's report against daylight saving here and was therefore unwilling to reconsider the matter especially at such short notice. The Chamber's telegram also intimated that the business community was averse to change and urged that the proposal be opposed.

Subsequent to the despatch of this telegram it was learnt from a telegram in the local press that the decision to adopt daylight saving in Shanghai had definitely been made. As the banks and exchange brokers are principally affected by the change an alteration was effected in the hours during which exchange business is carried on in Hong Kong, this involving half an hour extra in the morning and half an hour less in the afternoon.

TRADE OF COLONY IN 1940.

The Statistical Department of the Hong Kong Government reports that the combined value of the Colony's imports and exports of merchandise during the year 1940 amounted to \$1,374.5 millions (£85.1 millions sterling) as compared with \$1,127.6 millions (£69.3 millions) in 1939 and \$1,130.0 millions (£69.9 millions) in 1938.

In terms of local currency the total visible trade of the Colony increased by 21.9 per cent. in 1940 as compared with 1939, and by 21.6 per cent. as compared with 1938.

In terms of sterling the total visible trade increased by 22.8 per cent. in 1940 as compared with 1939 and by 21.7 per cent. as compared with 1938.

The largest individual items of import during 1939 were as follows:

Foodstuffs	\$211,832,000
Piece Goods	142,145,000
Oils and Fats	100,218,000
Metals	36,692,000
Fuels	29,877,000
Chinese Medicines	25,415,000
Paper and Paperware	19,576,000
Chemicals and Drugs	12,986,000
Animals, Live	12,336,000
Tobacco	11,054,000

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 fairly well maintained during 1940 in spite of the continued closure of the Pearl River to trade and the continued stoppage of rail communications between Hong Kong and China. There were decreases in the total values of exports of wood oil, wolfram ore and tin as compared with the previous year's totals, but increases in the case of tea, bristles and mats and matting.

The total value of Hong Kong manufactured goods exported in 1940 was considerably in excess of the previous year's totals. This

was particularly noticeable in the case of rubber footwear, hosiery, singlets and other wearing apparel, electric torches and bulbs.

The total values of exports of some of the principal locally-manufactured goods in 1940, with 1939 figures in brackets, are as follows:

Rubber Footwear	\$11,243,000	(\$8,495,000)
Electric Torches	\$ 7,335,000	(\$3,911,000)
Torch Batteries	\$ 2,459,000	(\$1,734,000)
Torch Bulbs	\$ 2,131,000	(\$ 241,000)
Shirts	\$ 6,793,000	(\$4,000,000)
Singlets	\$ 6,380,000	(\$5,741,000)
*Other Wearing Apparel ..	\$10,291,000	(\$5,794,000)
Preserved Ginger	\$ 2,178,000	(\$2,869,000)
Hats	\$ 1,511,000	(\$1,387,000)
Rattan Furniture	\$ 1,084,000	(\$ 801,000)

*NOTE. The item "Other Wearing Apparel" includes a large quantity of wearing apparel of Chinese origin (principally silk and embroidered goods) re-exported from Hong Kong.

There is also an export from Hong Kong of locally woven cotton and artificial silk cloth and locally manufactured sugar, rope and cement. In the Hong Kong Trade Returns' record of exports of these goods, it is not possible to separate locally manufactured articles from exports of similar goods imported here for sale to adjacent markets.

HONG KONG SHIPPING & FREIGHT IN 1940.

The Chamber of Commerce is indebted to Messrs. George Grimble & Co. for the following report on shipping and freight in 1940.

The year 1940 was an eventful and prosperous one for ship-owners, charterers and coal merchants. The effect of war in Europe and East Asia and the strong demand for tonnage in America created greater activity in the freight market and a continuous rise of shipping values and in timecharter rates which broke the record of the highest rates paid in the years 1915-1918.

Tea cargoes from Hong Kong to Vladivostock, gasoline from Hong Kong to Rangoon combined with either coal cargoes from Calcutta to Hong Kong or Shanghai or with rice cargoes from Rangoon to Shanghai and Tonkin coal ports/Shanghai were all offering in the market in January at extremely attractive rates. Charterers tonnage requirements at the end of January were far from being adequately met. Hardly a single prompt neutral steamer was not taken on timecharter. Whatever vessels remained unfixed were those which could only give forward delivery and for which their owners were firmly holding out for rates higher than those obtained during January.

Advances in Timecharter Rates.

Quieter tone prevailed in early February through Chinese New Year Holidays. After the first fortnight of February, further advances in timecharter rates were registered. By the end of February, all available anthracite coal cargoes from Hongay or Port Redon/Hong Kong were cleaned up by British owners at \$9/\$10.00 per ton for March, April, May and June. However trip-charterers, other than Hongay coal merchants, had to look to time-charters for tonnage paying them rates, which yielded handsome returns for their outlays in operating their timechartered steamers.

A broadening of interest in timecharters was the feature of the market in March. By the end of March, the demand for tonnage on rice trips from Saigon, Bangkok or Rangoon to North China appeared to have eased off considerably. Further business was

difficult to arrange except at reduced rates. The invasion of Denmark and Norway by Germany resulted in numerous Norwegian and Danish steamers being temporarily detained at their respective ports of call. The temporary absence of Norwegian tonnage in the Bangkok rice trade brought about an improvement in the local rice market and before the end of April, several British steamers were successfully worked in for Bangkok/Hong Kong trips and short period timecharters.

The volume of business transacted in April chiefly consisted of rice, coal and firewood trips, which owners were disinclined to entertain in previous months. Towards the end of May, a revival in timechartering tonnage took place. With an abundant supply of berth cargoes from Hong Kong to Wenchau and Ningpo and with tonnage space from Hong Kong and Kwongchauwan and vice versa in good demand, charterers were again interested in fixing tonnage on short period timecharters.

Financial Restrictions in Indo-China.

Business of a miscellaneous character was offering in the market in the early days of June, but as Norwegian owners were in close treaty for timecharter with Bangkok rice merchants, other charterers who could only afford to fix tonnage on trips, were left with their cargoes uncovered. Shortly after receipt of charterers' confirmation of the charter of a 9,000 tonner for Saigon/Hong Kong, on June 17, owners were urged not to despatch the steamer to Saigon, as for political reasons, the banks in Saigon were unable to quote exchange rates for remittances to Hong Kong by telegraphic transfer. In some instances, owners met with difficulty in collecting freights earned on Saigon/Hong Kong charters. Liner owners and time-charterers, having steamers in the Hong Kong/Kwongchauwan/Hong Kong trade, were also in great perplexity. The Hong Kong Government restricted the movement of rice which very considerably affected trade with North China. Rice merchants were glad to cancel their tonnage commitments. Delays and uncertainties experienced in the last days of June resulted in serious losses to timecharterers. Signs were discernible which portended the approach of a declining market.

Chartering business suffered a setback by occasional stoppages of harbour shipping under orders from the British Admiralty and by the Indo-China Government financial restrictions. The situation was aggravated by the collapse of the local rice and coal markets, and

by the Indo-China Government prohibiting further importations of railway materials, machinery, trucks and gasoline into China via Haiphong. Norwegian steamers terminating their timecharters were redelivered to their respective owners. The market in July was therefore well supplied with prompt tonnage. To avoid laying up their timechartered steamers, merchants were compelled to continue importing coal cargoes from Samarinda or Palembang to Hong Kong on their own account in spite of a declining market.

Calmness reigned in the freight market in August. Tonkin piastres were placed on a gold standard in respect of export cargoes, thus making it less lucrative for merchants to import further rice and coal cargoes from Indo-China and Tonkin to Hong Kong. British owners having steamers free in Southern waters had to divert their vessels to other trades, accepting reduced rates for coal cargoes from Palembang or Samarinda to Philippines and Hong Kong.

Admiralty Control Over Clearances.

The market remained inactive during the first half of September. Small sized Norwegian steamers competed in common with British steamers for rice and coal trips. Shanghai owners also placed their steamers in this market for employment. Harbour clearances for Allied steamers to Indo-China ports and Tonkin were again withheld by the Hong Kong Government on September 25. Many steamers were detained in the harbour for weeks waiting for the issuance of clearance permits to enable them to carry out their engagements.

When local industrial concerns realised that the necessary anthracite coals from Tonkin could not be lifted by allied tonnage, they timechartered neutral steamers for the intended Tonkin coal trips in October. Meanwhile general cargoes accumulated in Hong Kong for Haiphong and Saigon as well as rice and general cargoes from Saigon and Haiphong, Cattle, bamboowares, Chinese pine and matting from Kwongchauwan, anthracite coals from Tonkin coal ports and limestone from Port Parseval for Hong Kong could not be lifted except by steamers trading under neutral flags. General cargoes loaded in British bottoms had to be discharged again and reshipped in Panamanian steamers for Saigon at \$19 per ton—an increase of 140% over and above the Tariff rate.

Effect of Burma Road Re-opening.

The re-opening of the Burma/Kunming highway for traffic in October further strengthened the position of neutral owners as, with the use of Haiphong as a loading port being denied to allied tonnage, oils, trucks and machinery in warehouses there could only be transported to Rangoon in neutral bottoms.

In October, a new regular service was inaugurated from Saigon to Macau and vice versa. Space in French steamers for rice from Saigon to Macau was offered to rice merchants at Piastres 23 per ton for end of October loading.

Large sized Panamanian steamers offered at US\$6 per ton for six months timecharters were declined by local characters as it was thought possible that the British Government might refuse to issue warrants to neutral steamers to enable them to acquire bunkercoal, stores and fresh water in British ports. British owners, trading under adverse circumstances, had to be content with less lucrative rates. Owners of steamers trading under neutral flags, after the exclusion of Indochina ports for Allied shipping in October, obtained as much as US\$6/\$5.75 per ton d.w. per month for timecharters from British charterers.

There was but little change in the general condition of the freight market in November. Throughout the whole month, neutral tonnage practically monopolized the trade between Hong Kong and French Indochina or Tonkin. With the port of Kwongchauwan being closed to British steamers after the first week of November, Bangkok steamers were invariably loaded with herds of cattle on deck in addition to full cargoes of rice and salt underdeck, for Hong Kong. There was no necessity for British owners to seek return coal cargoes from Palembang and Samarinda for their vessels free in Singapore, as Bangkok millers were in a position to increase their lumpsum offers for Bangkok/Hong Kong trips. To satisfy their requirements, coal importers therefore had to advance their rates simultaneously.

Towards the end of November, enquiries were placed in this market for tonnage Rangoon/Hong Kong, with rice cargoes for end of December loading at Rs.26 per ton. Several British steamers, which had been withdrawn from their regular Saigon/Hong Kong services,

responded to these enquiries. They were loaded with trucks and general cargoes on the berth for Singapore and Rangoon.

The year closed with a notably firm market. Rice merchants redoubled their efforts to fix further tonnage for Bangkok/Hong Kong rice trips and, in case of need, they even indicated that they would be prepared to offer US\$5 per ton for suitable light draught steamers on timecharter. Other charterers also endeavoured to book prompt and forward tonnage for other trading routes. Since the middle of December, after the withdrawal of numerous Norwegian steamers from this coast, charterers had to place their reliance on British owners to provide for tonnage to carry rice, coal, firewood and general cargoes. It was for this reason that high rates were obtained for each and every fixture in succession. At the end of the year it could be said that for the first time British owners were in a position to dominate the market with their steamers, although the available supply was extremely small.

**ANNUAL MEETING OF THE CHAMBER,
MAY, 21, 1940.**

The Annual Meeting was held in a room in the Hong Kong Bank Building on May 21, 1940, when the Chairman of the Chamber (Mr. T. E. Pearce) presided.

In moving the adoption of the report and accounts the Chairman said that, prior to the outbreak of war in Europe, trade was going on as well as could be expected having regard to the deplored continuance of the Sino-Japanese hostilities. Hong Kong exports under Imperial Preference were benefitting to some extent on account of higher costs in Japan, which was the principal competitor in world markets. Locally, the number of refugees from China maintained the population of the Colony at an abnormally high level. This gave rise to public health and other problems, but it also helped to sustain our internal trade and was reflected in the increased receipts of public utility companies.

Since September, adjustment to war conditions had been the principal concern of the Government and the chief pre-occupation of the Chamber of Commerce. The position of this Colony was unique amongst the countries of the British Empire. Protection of sterling exchange was an important consideration as an aid to victory: therefore, traders in the sterling bloc of the Empire carried on only under severe restrictions necessarily imposed by Government authority. Freedom of operation was, however, essential to the prosperity of Hong Kong's entrepot trade, and to ensure this freedom the Colony had been permitted to remain outside the sterling bloc. Other Colonies had therefore been compelled to legislate against Hong Kong's exports to some extent, but the situation had been relieved by the decision that goods made here would be admitted if they complied with Imperial Preference regulations as to Empire content. Judging by the maintenance of exports to Malaya—one of Hong Kong's principal markets—this ruling had largely met the difficulties which at one time were viewed by manufacturers and exporters with grave concern.

Trade with United Kingdom.

The Chairman referred to representations which had been made on behalf of the important Hong Kong rubber footwear manufacturing

industry arising out of the decision to restrict imports into the United Kingdom. The trade had fairly satisfactorily adjusted itself to the restriction and the Chamber was indebted to His Excellency the Governor for the energy with which he had presented the Hong Kong point of view to the Colonial Office, and obtained substantial concessions.

In view of the increasing demand from the United Kingdom for Hong Kong manufactured apparel, the Chairman drew the attention of exporters to the fact that although 25 per cent. Empire content is the requirement for admission under Imperial Preference, it was evident from correspondence between the United Kingdom Customs authorities and local accountants that it was impossible satisfactorily to convince the Customs as to compliance with this requirement unless the principal materials used in the manufacture of the goods were of Empire origin.

The Chairman mentioned that although generally speaking Hong Kong's entrepot trade was to be left free of restriction endeavours were being made to limit purchases, for local use, from non-sterling countries (which include Canada). So far these restrictions applied only to motor vehicles and radio receiving sets. The Chamber had supported representations by the trades concerned that goods on the water and on order should be permitted entry, before the restrictions were applied. There was reason to doubt whether limitation of local purchases of radio sets would do much to help the sterling exchange position and it would certainly disrupt the export and retail trade.

Hong Kong's War Contribution.

Reference was also made by the Chairman to the discussions which had taken place as to the best way in which Hong Kong could make a contribution towards the prosecution of the war. The object of the War Revenue Ordinance, which was the outcome of these discussions, was to obtain an income for war purposes easily, quickly, and without dispute or expensive machinery. The success of the Ordinance depended on the co-operation of the public. The Chairman expressed the view that this would be forthcoming if the measure was construed in a reasonable and broadminded manner by the Government officials responsible for its administration. On behalf of the Chamber, the Chairman expressed thanks to the members of the Legal Sub-Committee for their work in considering the details of the War Revenue Bill.

In conclusion, the Chairman expressed thanks to the Committee which had considered the vexed question of the 75 years Crown Leases, many of which were approaching expiry. The main point of the Committee's argument was that the Secretary of State who laid down the law on the subject in 1915 gave the right and proper ruling. He said that, in the event of the land not being required for public purposes on the expiration of the lease, the lessee would be entitled to a renewal at a fair rent, to be determined—failing agreement—by arbitration. To insist upon the ordinary terms of leasehold law and to call upon lessees to surrender the property, or to buy back both land and buildings, was held to be unreasonable. It must be borne in mind that buildings at the end of 75 years were obsolescent and must soon be rebuilt. It seemed better from every point of view to encourage re-building and not put the lessee to the hardship of first paying a second time for the old structure. It was hoped soon to hear that the Chamber's representations on this subject had achieved the desired result.

Seconder's Speech.

In seconding the adoption of the report and accounts, Mr. E. C. Belbin associated himself with the Chairman's expression of thanks to His Excellency the Governor for the energy with which he had presented the case to the Home authorities on behalf of Hong Kong manufacturing industries. In these critical days, however, it was to be hoped that Hong Kong would as far as possible refrain from importuning the Home Government in connection with its affairs.

As regards the outlook for the Colony's trade, the seconder remarked that it was the fortuitous diversion to Hong Kong of the export trade of China which had so considerably swelled the Colony's trade figures. This could not be regarded as a development of a permanent character and it was important that everything possible should be done to foster manufacturing development here which had already become an integral factor in the trade of the Colony. It was to be hoped that Government would render all possible assistance and act with necessary circumspection and caution in framing and enforcing regulations for the proper control of enterprises of this nature.

The report and accounts for the year 1939 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: Mr. M. Beraha, Mr. Geo. Buchanan, Messrs. Abdoolally Ebrahim & Co., Messrs. Batten & Co., Messrs. A. G. Botelho & Co., The Commercial Bureau, The Continental Rubber Manufactory, The Friesland Trading Co., Messrs. T. E. Griffith (1932) Ltd., The Humphreys Estate & Finance Co., Ltd., Messrs. Kishinchand Chellaram, Messrs. Thos. Le C. Kuen & Co., Messrs. Lepack Co., Messrs. Liebermann Waelchi & Co., The Local Commercial Agency, Messrs. Marsman Hong Kong China Ltd., Messrs. N. Mohamedally, The National Lacquer & Paint Products Co., Ltd., Messrs. Optorg Company (Malaya) Ltd., Messrs. P. Parsram & Co., Messrs. K. S. Pavri & Sons, Messrs. E. Penn Co., Ltd., Messrs. L. Rondon & Co., Ltd., The RCA Manufacturing Co., Inc., The Safety Industrial Co.

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

APPENDIX

gives graphic description of people and things
as it was in 1960

THE COLONY AND PORT OF HONG KONG.

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.

A Government Report entitled "Social and Economic Progress of the People of Hong Kong" estimates that the population has been increased by 600,000 due to the influx of refugees following outbreak of hostilities between China and Japan.

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 of merchandise in 1940 amounted to \$752 millions and exports to \$621 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. Local manufactures (detailed in the next paragraph) are finding an increasing sale in overseas markets, particularly within the Empire, aided by Imperial Preference.

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.

The Ministry of Shipping have placed orders for twelve Standard Ships each approximately 9,200 deadweight tons to be built at Hong Kong (seven at Kowloon Dock and five at Taikoo Dockyard), all to be specially surveyed and classed with the British Corporation Register of Shipping and Aircraft. The keels of three ships at Kowloon Dock and the keels of two ships at Taikoo Dockyard were laid in 1940. Taikoo Dockyard completed and delivered to the China Navigation Co., Ltd. the s.s. "Hanyang" in 1940 and they have now in hand two sister ships for the same company.

Airport Facilities.

Kai Tak Airport, situated on the northern boundary of Kowloon Bay, has facilities for both land and marine aircraft. At the beginning of 1940 there were five air companies operating into Hong Kong; one British, one French, one American, one Sino-American, and one Sino-German. These were:—Imperial Airways (Far East) Ltd. (later to be taken over by British Overseas Airways Corpn. in November), Air France, Pan-American Airways, China National Aviation

Corporation and Eurasia Aviation Corporation. China National Aviation Corporation, Pan American Airways and Eurasia, unaffected by the war in Europe, continued to operate throughout the year with little incident, but Imperial Airways and Air France, with connections in Europe, were forced, in the latter part of the year, to suspend direct air connections to the Colony. Air France was finally compelled to cease operations altogether, whilst Imperial Airways' direct service with the Colony ceased after October although the regular flying boat service between New Zealand, Australia and Africa was maintained.

Statistics for the year 1940 show a very large increase in freight traffic through the Colony's airport as compared with last year. There was also an increase in passenger traffic, both outwards and inwards; but a drop in airmail. The following loads were carried by British and foreign air companies during 1940:—Passengers (inwards) 6,462, Passengers (outwards) 4,505; Mail (inwards) 65,947 kgs., Mail (outwards) 66,479 kgs.; Freight (inwards) 254,373 kgs., Freight (outwards) 498,423 kgs.

Finances.

The financial year of the Colony will in future begin on April 1 and end on March 31 instead of January 1 and December 31, as hitherto. In order to bring this change into effect, the 1940-41 estimates were based on a period of 15 months, i.e. from January 1, 1940 to March 31, 1941.

Estimated revenue for these 15 months is \$67 millions and expenditure, \$66.8 millions. At the beginning of 1940 the general reserve balance amounted to \$17 millions, but in a statement as to the financial position of the Colony, the Financial Secretary on January 16, 1941, intimated that this balance was largely a nominal one, most of the money having already been expended in advances in anticipation of loans.

The Financial Secretary also intimated that the amount of \$9.7 millions was estimated to be raised during 1940-41 by special war taxes on salaries, property and on corporation and business profits in the Colony. Local defence and war expenditure during the same period was estimated to amount to \$12 millions. A special Committee has been asked by Government to make recommendations as to the manner

in which increased revenue may best be obtained. The members of the Committee are those who made recommendations early in 1940 as a result of which the special war taxes, already referred to, were introduced.

Revenue during the 15 months 1940-41 was estimated to be obtained as follows:—

	\$
Duties on liquor, motor spirit, tobacco and locally manufactured liquor	15,825,000
War Taxation	9,700,000
Assessed Taxes (Rates)	9,300,000
Post Office	4,200,000
Stamp Duty	3,380,000
Opium Sales	3,000,000
Water Revenue	2,840,000
Land Sales	1,800,000
Estate Duty	1,350,000
Kowloon Canton Railway	1,100,000
Other Items	14,505,000
Total	67,000,000

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 Hydrocarbon Oils on which an Import Duty is imposed on local consumption only and not on Exports or on ships' stores. Preferential rates of import duty are extended to Empire liquors and 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 Commissioner of Police, the Harbour Master, the Director of Medical

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.

The following reports, Government papers and works of reference are available at the offices of the Chamber for consultation by members:—

WORK OF REFERENCE ON HONG KONG.

Chamber of Commerce Reports.
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 Economic Resources Report, 1920.
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 Gazettes, Government.
 Harbour, Duncan Report, 1924.
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 Social & Economic Progress, 1938.
 Trade & Shipping Returns.

WORKS OF REFERENCE ON CHINA.

Blackburn Cotton Mission Report, 1896-7.
 China Year Book.
 Chinese Customs Regulations & Procedure (Wright & Braud).
 Chinese Customs, Origin & Development (Wright).
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 Currencies of China (Kann).
 Economic Mission to, 1930-31.
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 Far Eastern International Relations (Morse & MacNair).
 Far Eastern Products Manual (Dingle).
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 Humanity & Labour in China (Anderson).
 International Relations of Chinese Empire (Morse).
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 Lytton Commission Report re Manchuria, 1932.
 Modern Chinese History (MacNair).
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 Reconstruction in China (Tang Leang Li).
 Shanghai: Feetham Report.
 Sino-Foreign Treaties.
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 Colonial Empire, Economic Survey of.
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 Denmark, Export Trade of.
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 F.B.I. Register of British Manufacturers.
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 Indian Import & Export Statistics.
 Instructions as to Survey of Passenger Steamships.
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 Japan, Essentials of Constitutional Law (Fujii).
 Japan, Trade Directory.
 Kelly's Directory of Merchants, Manufacturers & Shippers.
 Lancashire & the Far East (Uiley).
 London Post Office Directory.
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 New Zealand Business Who's Who.
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 Ottawa Conference, 1932, Summary of Proceedings.
 Pitman's Business Man's Guide.
 Principles of International Law (Lawrence).
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 Tanganyika, Report on
 Telecommunication Convention, Madrid, 1932.
 Timor, Portuguese, Exploration of.
 Tokyo, Reconstruction of.
 United Kingdom Customs Tariff.
 Whitaker's Almanack.
 Wood Oil, Notes on by Government Laboratory.

PERIODICALS.

African World.
 Anglo-Swedish Review.
 Australasian Manufacturer.
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 Far Eastern Review.
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 Monthly Economic Survey of Chile.
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 Universal Commerce.
 Wheat & Grain Review.
 Wire Industry.
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CHAMBER OF COMMERCE JOURNALS:—Auckland, Egypt, Glasgow, Kobe & Osaka, Liverpool, London, Manchester, Manila, Shanghai, U.S.A. (British Empire Chamber of Commerce in).

CHAMBER OF COMMERCE MARKET REPORTS:—Bangkok, Bengal, Bombay, Brazil, Calao, Calcutta, Ceylon, Foochow, Hankow, Madras, Makassar, Penang, Pondichery, Saigon, Singapore.

CHAMBER OF COMMERCE ANNUAL REPORTS:—Adelaide, Aleppo, Amsterdam, Bengal, Birmingham, Bombay, Brazil, Cardiff, Ceylon, Chefoo, Djibouti, Edinburgh, Freemantle, Hankow, Jersey, Lourenco Marques, Lyons, Madras, Malta, Manchester, Manila, Melbourne, Newcastle (N.S.W.), New York, Newport, Penang, Siam, Shanghai, Singapore, Singapore Indian, Sydney, Tientsin, Tokyo, Townsville, Wellington, Yokohama, Federation of Chambers of Commerce of the British Empire.

HONG KONG GENERAL CHAMBER OF COMMERCE.

SCALE OF RICE SURVEY FEES.

Surveyor's Fees: \$60 per 100 short tons and pro rate, with a minimum of \$5 per report. (i.e. 60 cents a short ton, with \$5 minimum).

Chamber's Fees: \$5 for every \$60 of the Surveyor's fee. (i.e., if the Surveyor's fee is over \$60 and not more than \$120, the Chamber's fee is \$10; if over \$120 and not more than \$180, the Chamber's fee is \$15).

Exports from Hong Kong to Continent of Europe from 1925-1940.

	Bamboo	Canes	Cassia Ligna & Buds	Chineseware & M'chdise	Feathers	Fire Crackers	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
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	42,385	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	1,608	3,416	597
1932	1,871	18,929	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
1939	3,298	451	29,644	347	9,196	507	3,645	480	45,714	116,457	1,335	11,681	442
1940	690	985	6,340	235	1,653	91	378	—	13,147	375	420	1,147	—

	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.
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	23,368
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	2,798	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
1939	11,634	3,318	25,442	10	5,605	1,260	632	57,461	33,452	120,808	1,340
1940	2,691	348	1,017	8	1,092	720	123	10,936	15,423	800	375

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

CURRENT EXCHANGE AND BULLION OPENING QUOTATIONS.

1940.	BANK'S SELLING.							BANK'S BUYING.					Bar Silver.
	London	France	Amer.	India	Japan	S'pore	Java	London	L.C.	France	Amer.	A'ralia	
Fortnight ending 12th Jan.	1/2 1/8	1,085	24 3/8	82 1/2	103 1/2	52 1/2	45 3/8	1/3 5/8	1,140	25 1/2	Nom.	22 1/2	
do 26th "	"	"	24 1/8	"	104	"	45 1/2	"	"	25 1/8	"	21 1/2	
do 9th Feb.	"	"	"	"	"	"	"	"	"	"	"	21 1/8	
do 23rd "	"	"	24 7/8	"	103 1/2	"	45 3/8	"	"	25 3/8	"	21 1/4	
do 8th Mar.	"	"	24 1/2	"	103	"	45 1/2	"	"	25	"	21 1/4	
do 22nd "	1/2 3/8	1,082	"	82	96 1/2	52 3/8	42	1/3 3/8	1,137	23 3/8	"	21	
do 5th April	1/2 1/8	1,085	"	82 1/2	92 1/2	52 1/2	40 3/8	1/3 3/8	1,140	22 3/8	"	20 3/8	
do 19th "	"	"	21 1/2	"	91 1/2	"	39 3/8	"	"	22 1/2	"	20 1/8	
do 3rd May	"	"	21 3/8	"	91	"	39 1/2	"	"	22 1/8	"	21 3/8	
do 17th "	"	"	19 3/8	"	84 3/8	"	Nom.	"	"	21	"	21 1/4	
do 31st "	1/2 1/8	1,090	19 3/8	82 1/2	82 1/2	52 1/2	36 1/2	1/3 3/8	1,150	20 3/8	"	21 1/4	
do 14th June	"	1,085	22 1/2	82 1/2	95	"	42 3/8	1/3 1/8	1,160	24	"	23 1/4	
do 28th "	"	"	24 1/2	"	103	"	45 1/2	1/3 1/8	"	25 1/2	"	21 1/4	
do 12th July	"	"	22 3/8	"	95	"	41 1/2	1/3 1/8	"	24 1/2	"	21 1/4	
do 26th "	"	"	23 1/2	"	98 1/2	"	43 3/8	1/3 1/8	"	24 1/2	"	22 1/8	
do 9th Aug.	"	"	21 1/2	"	93	"	41	"	"	23 3/8	"	22 1/8	
do 23rd "	"	"	22 1/2	"	94 1/2	"	41 3/8	"	"	23 1/2	"	23 1/8	
do 6th Sept.	"	"	22 1/2	"	105	"	41 3/8	"	"	24	"	23 1/8	
do 20th "	"	"	23	"	"	"	43	"	"	23 3/8	"	23 1/8	
do 4th Oct.	"	"	22 3/8	"	"	"	42 1/2	"	"	23 3/8	"	23 1/8	
do 18th "	"	"	22 1/2	"	"	"	42 3/8	"	"	24 1/2	"	23 1/8	
do 1st Nov.	"	"	23 3/8	"	"	"	43 1/2	"	"	24 1/2	"	23 1/8	
do 15th "	"	"	23 3/8	"	104	"	43 1/2	"	"	24 1/2	"	23 1/8	
do 29th "	"	"	23 3/8	"	102	"	43 1/2	"	"	24 1/2	"	23 1/8	
do 13th Dec.	"	"	23 3/8	"	102 1/2	"	43 1/2	"	"	24 1/2	"	23 1/8	
do 31st "	"	"	23 3/8	"	102 1/2	"	43 1/2	"	"	24 1/2	"	23 1/8	

HIGHEST AND LOWEST PRICES OF BAR SILVER IN LONDON.

Rates of Exchange in Hong Kong, and Bank of England rate of Discount, for the years 1889 to 1940.

YEAR	BAR SILVER IN LONDON		EXCHANGE IN HONG KONG		BANK RATE OF DISCOUNT IN LONDON	
	Highest	Lowest	Highest	Lowest	Highest	Lowest
1889	44 3/8	41 1/8	3/2 7/8	2/11 1/2	6	2 1/2
1890	54 3/8	48 3/8	3/10 1/4	3/0 5/8	6	3
1891	48 3/8	43 1/2	3/5	3/0 5/8	5	2 1/2
1892	43 3/8	37 3/8	3/0 7/8	2/8 3/8	3 1/2	2
1893	38 1/8	30 1/2	2/8 3/8	2/2 7/8	5	2 1/2
1894	31 5/8	27	2/3 3/8	1/11 3/8	3	2
1895	31 5/8	27 3/8	2/2 7/8	1/11 1/4	2	2
1896	31 1/8	29 1/2	2/2 3/4	2/1 1/2	4	2
1897	29 1/8	23 3/8	2/1 3/8	1/9 3/8	4	2
1898	28 3/8	25	1/11 1/2	1/9 7/8	4	2 1/2
1899	29	26 3/8	1/11 1/4	1/10 3/4	6	3
1900	30 1/8	27	2/1 1/4	1/11 1/4	6	3
1901	29 1/8	25	2/1	1/9 3/4	6	3
1902	26	21 1/8	1/10 3/8	1/6 3/8	4	3
1903	28 1/2	21 1/4	1/10 1/2	1/6 1/4	4	2 1/2
1904	28 1/8	24 1/8	1/11 1/8	1/9 5/8	4	3
1905	30 5/8	25 7/8	2/1 3/8	1/9 1/2	4	2 1/2
1906	33 3/8	29	2/3 1/2	2/0 1/8	6	3 1/2
1907	32 1/8	24 3/8	2/3 5/8	1/9 1/2	7	4
1908	27 1/8	22	1/11 1/4	1/8	4	2 1/2
1909	24 7/8	23 1/8	1/9 3/8	1/8 5/8	5	2 1/2
1910	26 1/8	23 3/8	1/10 3/4	1/8 1/8	5	3
1911	26 1/8	23 1/8	1/10 3/8	1/9 1/8	4 1/2	3
1912	29 1/8	25 3/8	2/1 1/2	1/10 5/8	5	3
1913	29 3/8	25 1/8	2/0 1/2	1/11	5	4 1/2
1914	27 1/2	22 1/2	1/11 1/2	1/8 1/4	10	3
1915	27 1/2	22 5/8	1/11 3/8	1/9	5	5
1916	37 1/8	28 1/2	2/4 3/4	1/11 1/8	6	5
1917	55	35 1/2	3/2 3/8	2/3 1/2	6	5
1918	49 1/2	42 3/8	3/8	2/11 1/4	5	5
1919	79 1/2	47 7/8	5/2	3/ 3/4	6	5
1920	89 3/8	38 3/8	6/2	2/11	7	6
1921	43 3/8	30 3/8	3/1 3/4	2/2 1/2	7	5
1922	37 3/8	30 3/8	2/7 1/4	2/2 3/4	5	3
1923	33 1/8	30 1/2	2/4 1/4	2/2 3/4	4	3
1924	36 1/8	31 1/2	2/5 1/2	2/3 3/4	4	4
1925	33 1/8	31 1/8	2/5 1/2	2/2 7/8	5	4
1926	31 1/8	24 3/8	2/4 1/2	1/9 3/8	5	5
1927	28	24 1/2	2/0 3/4	1/11 1/8	5	4 1/2
1928	28 7/8	26 1/8	2/1 1/2	1/11 1/2	4 1/2	4 1/2
1929	26 1/8	21 1/8	2/0 1/4	1/7 1/2	6 1/2	4 1/2
1930	21 3/8	14 7/8	1/7 1/2	1/1	4 1/2	3
1931	21 3/8	12	1/5 1/2	-10 3/4	6	2 1/2
1932	20 1/8	16 3/8	1/5 1/2	1/2 3/8	6	2
1933	20 1/2	16 1/2	1/5 3/8	1/2 1/2	2	2
1934	25 1/2	18 3/8	1/8 1/2	1/4 1/2	2	2
1935	36 1/2	20 3/8	2/6	1/3 3/8	2	2
1936	22 1/2	19	1/3 5/8	1/2 3/4	2	2
1937	21 3/8	18 3/8	1/2 3/8	1/2 3/8	2	2
1938	20 3/8	18 3/8	1/2 3/8	1/2 3/8	2	2
1939	23 3/8	16 1/8	1/2 7/8	1/2 7/8	4	2
1940	23 1/2	20 1/8	1/2 5/8	1/2 5/8	2	2

HONG KONG STOCK EXCHANGE SCALES OF BROKERAGE & STAMP DUTY ON CONTRACTS

To be Charged to Buyer and Seller

Stamp Duty on Contracts	
\$ 1.00	Stamp for amounts up to \$ 1,000
\$ 3.00	" " " " " \$10,000
\$ 5.00	" " " " " \$20,000
\$ 7.50	" " " " " \$50,000
\$10.00	" " " " over \$50,000

Local	Price Dealt at		
	Under 50 cents	.....	1%
	At or over 50 cents	.....	1½ cents per share
	" " \$ 1	.....	2 " "
	" " 2	.....	3 " "
	" " 3	.....	4 " "
	" " 4	.....	5 " "
	" " 7.50	.....	7½ " "
	" " 10	.....	10 " "
	" " 20	.....	15 " "
	" " 30	.....	20 " "
	" " 40	.....	½ per cent.
	Minimum Brokerage		\$5.00

The scale of brokerage for Loans and Debentures is ½% to be charged to Buyer and Seller.

Sterling	Price Dealt at		
	Under £ s. d.		s. d.
	At or over 0 1 0	.....	At discretion
	" " 0 3 6	.....	0 1½ per share
	" " 0 5 0	.....	0 2 " "
	" " 0 15 0	.....	0 3 " "
	" " 1 10 0	.....	0 4½ " "
	" " 2 0 0	.....	0 6 " "
	" " 3 0 0	.....	0 7½ " "
	" " 4 0 0	.....	0 9 " "
	" " 5 0 0	.....	1 0 " "
	" " 7 10 0	.....	1 3 " "
	" " 10 0 0	.....	1 6 " "
	" " 15 0 0	.....	2 0 " "
	" " 20 0 0	.....	2 6 " "
	" " 25 0 0	.....	½ per cent.

Straits	Price Dealt at	
	Under 50 cents	..... 1 cent per share
	At or over 50 cents	..... 1½ cents "
	\$ 2	..... 2½ " "
	\$ 4	..... 5 " "
	\$ 7½	..... 10 " "
	\$20	..... 20 " "
	\$35	..... 35 " "
	\$70	..... ½ per cent.

Manila 1 per cent. ad valorem
Minimum Brokerage \$5

The above cancels all previous scales of Brokerage.

By Order of the Committee,

M. E. BARRIE,
Secretary.

Hong Kong, 20th December, 1937

HONGKONG GENERAL & SCHOOL HOLIDAYS, 1941.

Extract from the Holidays Ordinance 1912, as amended.

SCHOOL, HOLIDAY:

(not a Bank Holiday)

Empire Day, or if that day should be a Sunday then the following day

1941 HOLIDAYS.

Saturday, 24th May

GENERAL HOLIDAYS:

Every Sunday

.....

The first week-day in January

Wednesday, 1st January

Chinese New Year's Day, or if that day should be a Sunday then the following day

Monday, 27th January

The first week-day following Chinese New Year's Day, or if Chinese New Year's Day should be a Sunday then the Tuesday following Chinese New Year's Day

Tuesday, 28th January

Good Friday

Friday, 11th April

The day following Good Friday

Saturday, 12th April

Easter Monday

Monday, 14th April

Whit Monday

Monday, 2nd June

The Birthday of His Majesty The King, unless it shall be ordered by the Governor, by an order published in the Gazette, that His Majesty's Birthday is to be kept on some other day, and then, such other day

Thursday, 12th June

The first week-day in July

Tuesday, 1st July

The first Monday in August

Monday, 4th August

Chinese Mid-Autumn Festival Day, or if that day should be a Sunday then the following day

Monday, 6th October

The tenth day of October, or if that day should be a Sunday then the following day

Friday, 10th October

Armistice Day, or if that day should be a Sunday then the following day

Tuesday, 11th November

Christmas Day, or if that day should be a Sunday then the following day

Thursday, 25th December

The 26th day of December, or if that day should be a Sunday then the following day, or if Christmas Day should be a Sunday then the Tuesday following Christmas Day

Friday, 26th December

Officers of the Hongkong General Chamber of Commerce

From date of Formation in 1861 to 1940.

Year	Chairman	Firm	Vice-Chairman	Firm	Secretary	Asst. Secy
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	Siemssen & Co.	Edward Norton	
1868	P. Ryrie	do.	G. J. Helland	J. Burch & Co.	J. W. Wood	
1869	W. J. Bryans	do.	G. J. Helland	do.	J. W. Wood	
1870	W. Keswick	Jardine Matheson & Co.	J. B. Taylor	Smith, Archer & Co.	A. Noel Blakeman	
1871	P. Ryrie	Turner & Co.	A. Zimmermann	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. M. Baily	
1887	P. Ryrie	do.	A. P. MacEwen	do.	H. U. Jeffries	
1888	P. Ryrie	do.	J. Bell Irving	Jardine, Matheson & Co.	H. U. Jeffries	
1889	P. Ryrie	do.	J. Bell Irving	do.	F. Henderson	
1890	E. Mackintosh	Butterfield & Swire.	A. P. MacEwen	Holiday Wise & Co.	F. Henderson	
1891	E. Mackintosh	do.	J. J. Keswick	Jardine, Matheson & Co.	F. Henderson	
1892	E. Mackintosh	do.	J. J. Keswick	do.	Adam Lind, Acting	
1893	J. J. Keswick	Jardine Matheson & Co.	A. G. Wood	Gibb, Livingston & Co.	F. Henderson	
1894	J. J. Keswick	do.	E. Mackintosh	Butterfield & Swire.	F. Henderson	
1895	A. G. Wood	Gibb, Livingston & Co.	A. McConachie	Gilman & Co.	F. Henderson	
1896	A. McConachie	Gilman & Co.	Herbert Smith	Butterfield & Swire.	R. C. Wilcox	
1897	R. M. Gray	Reiss & Co.	Herbert Smith	do.	R. C. Wilcox	
1898	R. M. Gray	do.	Herbert Smith	do.	R. C. Wilcox	
1899	R. M. Gray	do.	A. McConachie	Gilman & Co.	R. C. Wilcox	
1900	R. M. Gray	do.	J. J. Keswick	Jardine, Matheson & Co.	R. C. Wilcox	
1901	Sir Thomas Jackson	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 1940.

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.	A. R. Lowe	
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	
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.	E. A. M. Williams	
1915	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	do.	E. A. M. Williams	
1916	G. T. Edkins	Jardine Matheson & Co. Butterfield & Swire	S. H. Dodwell	Dodwell & Co., Ltd.	A. R. Lowe, Acting	D. K. Blair
1917	P. H. Holyoak	Reiss & Co.	S. H. Dodwell	Dodwell & Co.	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.	A. R. Lowe, Acting	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	
1922	A. O. Lang	Gibb, Livingston & Co.	D. G. M. Bernard	Jardine, Matheson & Co.	E. A. M. Williams	D. K. Blair
1923	D. G. M. Bernard	Jardine Matheson & Co.	E. V. D. Parr	Mackinnon Mackenzie & Co.	E. A. M. Williams	D. K. Blair
1924	J. Owen Hughes	Harry Wicking & Co.	G. M. Young	Butterfield & Swire	D. K. Blair	M. F. Key
1925	P. H. Holyoak	Holyoak, Massey & Co., Ltd.	A. O. Lang	Gibb, Livingston & Co., Ltd.	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	
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.,	T. H. R. Shaw	Butterfield & Swire	M. F. Key	E. R. Price
1933	T. H. R. Shaw, (Acting from Dec. 13)	Butterfield & Swire				
1934	C. Gordon Mackie	Mackinnon Mackenzie & Co.	T. H. R. Shaw	Butterfield & Swire	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
1939	T. E. Pearce	John D. Hutchison & Co.	J. K. Bousfield	Asiatic Petroleum Co. (South China) Ltd.	M. F. Key, O.B.E.	E. R. Price
1940	J. K. Bousfield	Asiatic Petroleum Co. (South China) Ltd.	S. H. Dodwell	Dodwell & Co., Ltd.	M. F. Key, O.B.E.	E. R. Price

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>
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 from 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.
1923	Percy Hobson Holyoak	Holyoak, Massey & Co., Ltd.	Elected 24th November, 1921, Mr. P. H. Holyoak on leave.
1924	Percy Hobson Holyoak	Holyoak, Massey & Co., Ltd.	Returned from leave, 3d January, 1923.
1925	Percy Hobson Holyoak	Holyoak, Massey & Co., Ltd.	—
1926	Dallas Gerald Mercer Bernard.	Jardine, Matheson & Co., Ltd.	Elected 16th April, 1925, 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.
1939	Andrew Lusk Shields	Shewan, Tomes & Co., Ltd. ...	—
1939	John Keith Bousfield	The Asiatic Petroleum Co., (South China) Ltd.	Mr. Bousfield was elected on 25th May to serve during Mr. Shield's absence from the Colony.
1940	Andrew Lusk Shields	Shewan, Tomes & Co., Ltd. ...	Returned from leave, end of 1939.

Hongkong General Chamber of Commerce

[ESTABLISHED 1861.]

LIST OF MEMBERS 1940

With the date of Election to Membership.

Individual Members.

1 Mr. D. G. Glenn Allen .....1934	7 Mr. J. Jack .....1908
2 Mr. M. Beraha .....1939	8 Hon. Sir Robert Kotewall, C.M.G. ....1927
3 Mr. G. Buchanan .....1940	9 Mr. M. Nemazee.....1903
4 Mr. G. K. Hall Brutton.....1915	10 Hon. Sir H. E. Pollock, K.C. ....1903
5 Mr. L. Dunbar.....1915	11 Mr. J. L. Robinson .....1940
6 Sir Robert Ho Tung, Kt. ....1898	12 Mr. M. P. Talati.....1908

Firms.

13 Abdoolally Ebrahim & Co. ...1940	35 Canton Bros. Rubber Co. (1935), Ltd. ....1938
14 Advertising & Publicity Bureau Ltd. ....1929	36 Canton Insurance Office, Ltd. 1895
15 Alves, J. M. & Co., Ltd. ....1910	37 Carmichael & Clarke .....1915
16 American Express Co. Inc. ...1929	38 Central Trading Co., Ltd. ....1934
17 American President Lines, Ltd. ....1918	39 Channel Trading Co., Ltd. ...1937
18 Anderson & Ashe.....1929	40 Chartered Bank of India, Australia & China .....1861
19 Andersen, Meyer & Co., Ltd. 1921	41 Chase Bank .....1937
20 Arnhold Trading Co., Ltd. ...1936	42 Chau Yue Teng .....1920
21 Asiatic Petroleum Co. (South China), Ltd. ....1908	43 D. Chellaram .....1936
22 Backhouse, J. H., Ltd. ....1926	44 China Bros. Hat Mfg. Co. ....1937
23 Bank Line, (China) Ltd. ....1910	45 China Engineers, Ltd. ....1940
24 Bank of East Asia, Ltd. ....1920	46 China Light & Power Co., Ltd. 1915
25 Bank of Taiwan, Ltd. ....1912	47 China Provident Loan & Mortgage Co., Ltd. ....1915
26 Banque de l'Indo-Chine.....1895	48 China Underwriters, Ltd. ....1927
27 Batten & Co., Ltd. ....1940	49 K. A. J. Chotirmall & Co. ...1936
28 Botelho, A. G., & Co. ....1940	50 Chuan Hing.....1938
29 British-American Tobacco Co. (China), Ltd. ....1903	51 Chun On Fire Insurance Co., Ltd. ....1903
30 British Cigarette Co., Ltd. ...1938	52 Colonial Trading Co. ....1938
31 British Overseas Airways Corpn. ....1936	53 Connell Brothers Co. ....1910
32 Butterfield & Swire.....1903	54 Continental Rubber Manufac- tory .....1940
33 Caldbeck, Macgregor & Co., Ltd. ....1895	55 Cook & Son, Thos., Ltd. ....1911
34 Canadian Pacific Steamships, Ltd.1917	56 Credit Foncier d'Extreme Orient1938

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57 Dairy Farm Ice & Cold Storage Co., Ltd.1916	95 Hongkong Land Investment & Agency Co., Ltd.1903
58 Davie, Boag & Co., Ltd. ....1923	96 Hong Kong Property Owners Association .....1939
59 David, S. J. & Co. ....1932	97 Hong Kong Rope Manufac- turing Co., Ltd. ....1900
60 Deacons.....1904	98 Hongkong Rubber Manufac- tory, Ltd. ....1938
61 Deacon & Co., Ltd. ....1939	99 Hongkong & Shanghai Banking Corporation .....1865
62 Dennis & Co., Ltd. ....1936	100 Hongkong & Shanghai Hotels, Ltd. ....1921
63 Dhabher P. B., & Co. ....1940	101 Hongkong Telephone Co., Ltd. 1925
64 Dodwell & Co., Ltd. ....1903	Successors to the China & Japan Telephone & Electric Co., Ltd. ....1904
65 Douglas Steamship Co., Ltd. 1861	102 Hongkong Tramways, Ltd. ...1915
66 Dunlop Rubber Co. (China) Ltd. ....1932	103 Hongkong & Whampoa Dock Co., Ltd. ....1895
67 East Asiatic Co., Ltd. ....1935	104 Humphreys Estate & Finance Co., Ltd. ....1940
68 Eastern Trading Co. ....1937	105 Hutchison, J. D., & Co. ....1903
69 Eu Tong Sen, Ltd. ....1938	106 Huygen, G. E. ....1924
70 Fire Insurance Association of Hongkong.....1915	107 Imperial Chemical Industries (China), Ltd. ....1919
71 Friesland Trading Co., Ltd. ...1939	108 Indo China Steam Navigation Co., Ltd. ....1921
72 Fung Keong Rubber Manufac- tory, Ltd. ....1938	109 Ip Tak & Co. ....1921
73 Fung Tang.....1916	110 Jardine Engineering Corpora- tion, Ltd. ....1922
74 General Electric Co. of China, Ltd. ....1915	111 Jardine, Matheson & Co., Ltd. 1861
75 Gibb, Livingston & Co., Ltd. 1861	112 Java-China-Japan Lijn .....1904
76 Gidumal & Watumull, O. K., Ltd. ....1938	113 Java China Trading Co., Ltd. 1940
77 Gilman & Co., Ltd. ....1861	114 Jebsen & Co. ....1896
78 Goddard & Douglas... 1903	115 Johnson, Stokes & Master .....1895
79 Goeke, A & Co., (1935) Export 1928	116 Sir Elly Kadoorie & Sons .....1940
80 Gotla, P. D., & Co. ....1940	117 Kailan Mining Administration 1915
81 Green Island Cement Co., Ltd. 1900	118 C. M. Karanjia & Co. ....1938
82 Gregory, T. M. & Co. ....1918	119 Keller Ed. A., & Co., Ltd. ...1920
83 Griffith, T. E., (1932) Ltd. ...1939	120 Kian Gwan Co. (China), Ltd. 1940
84 Hariram Bros. ....1940	121 Kishinchand Chellaram .....1940
85 Hassaram, K. & Co. ....1937	122 Lammert Brothers .....1919
86 Himly, Ltd. ....1920	123 Lane, Crawford, Ltd. ....1903
87 Holland China Trading Co. Successors to Hotz, S'Jacob & Co. ....1899	124 Le C. Kuen & Co., Thomas ...1939
88 Hong Kong Brewery and Distillery Ltd. ....1933	125 Lepack Company .....1939
89 Hongkong, Canton & Macao Steamboat Co., Ltd. ....1903	126 Liebermann Waelchi & Co. ...1940
90 Hongkong Canton Export Co., Ltd. ....1933	127 Linstead & Davis.....1937
91 Hongkong & China Gas Co., Ltd. 1896	128 Li & Fung, Ltd. ....1938
92 Hongkong Electric Co., Ltd. 1909	129 Local Commercial Agency, The 1940
93 Hongkong Fire Insurance Co., Ltd. ....1895	130 Lowe, Bingham & Matthews 1907
94 Hongkong & Kowloon Wharf & Godown Co., Ltd. ....1903	

131 Loxley, W. R. & Co. (China), Ltd.	1903	164 Ramchand, G.	1937
132 Macao Electric Lighting Co., Ltd.	1922	165 Rathour, H. S., & Co.	1937
133 Mackinnon, Mackenzie & Co.	1863	166 Reiss, Bradley & Co., Ltd.	1936
134 Malcolm & Co., Ltd.	1936	167 Robertson, Wilson & Co., Ltd.	1913
135 Manners, John, & Co., Ltd.	1918	168 Rondon & Co., Ltd., L.	1939
136 Marconi International Marine Communication Co., Ltd.	1925	169 Alex. Ross & Co. (China) Ltd.	1902
137 Marine Insurance Association of Hongkong and Canton	1909	170 Royal Insurance Co., Ltd.	1917
138 Marsman Hongkong China, Ltd.	1939	171 The Safety Industrial Co.	1940
139 Martin, T. A., & Co.	1938	172 Sassoon, David, & Co., Ltd.	1861
140 Maxim & Co.	1922	173 Sassoon, E. D. Banking Co., Ltd.	1936
141 Mercantile Bank of India, Ltd.	1903	174 C. E. Schroeder	1939
142 Messageries Maritimes, Compagnie des, successors to the Compagnie des Messageries Imperiales	1863	175 Shewan, Tomes & Co., Ltd.	1903
143 Ming Kee Hong	1890	176 Shiu On Steamship Co., Ltd.	1904
144 Mitsubishi Shoji Kaisha	1919	177 South British Insurance Co., Ltd.	1917
145 Mitsui Bussan Kaisha, Ltd.	1903	178 Spalinger U. & Co.	1940
146 Mohamedally, N.	1940	179 Standard-Vacuum Oil Co.	1903
147 National City Bank of New York	1903	180 Stewart Bros.	1903
148 National Lacquer & Paint Products Co., Ltd., The	1940	181 Sui Heong Yuen	1927
149 Nestle's Milk Products (China), Ltd.	1911	182 Sun Ah Silk & Cotton Weaving Factory	1938
150 Netherlands-India Commercial Bank	1907	183 Swatow Drawn Work Co.	1938
151 Netherlands Trading Society	1915	184 Taikoo Dockyard & Engineering Co., of Hongkong, Ltd.	1941
152 Nippon Yusen Kaisha	1896	185 Thomson & Co.	1937
153 Optorg Co. (Malaya) Ltd.	1939	186 Thoresen & Co.	1915
154 Orient Tobacco Manufactory C. Ingenohl, Ltd.	1912	187 Toyo Menka Kaisha, Ltd.	1934
155 Osaka Shosen Kaisha	1903	188 Union Insurance Society of Canton, Ltd.	1885
156 Parsram, P. & Co.	1940	189 Union Trading Co., Ltd.	1915
157 Pavri & Sons, K. S.	1940	190 Union Waterboat Co., Ltd.	1915
158 Penn E. Co.	1940	191 Utomal & Assudamal Co.	1936
159 Pentreath & Co.	1915	192 The Wah Keong Rubber Manufactory	1940
160 Percy Smith, Seth & Fleming	1915	193 Wah Ngai Weaving Factory	1938
161 Pohoomull Bros. (India)	1936	194 Wallem & Co.	1933
162 Pure Cane Molasses Co. (Hong Kong), Ltd.	1980	195 Wang Kee & Co.	1938
163 R. C. A. Manufacturing Co., Inc.	1940	196 Watanmal Boolchand.	1936
		197 Watson, A. S. & Co., Ltd.	1915
		198 Wicking, Harry, & Co., Ltd.	1903
		199 Wilkinson & Grist.	1915
		200 Williamson, S. T. & Co.	1922
		201 Wong, Tan & Co.	1938
		202 Xavier Bros. Ltd.	1928
		203 Yau, James & Co.	1929
		204 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.

ACCOUNTANTS AND AUDITORS:	Mercantile Bank of India, Ltd.
Le C. Kuen & Co., Thomas Linstead & Davis. (Chartered Accountants)	National City Bank of New York.
Lowe, Bingham & Matthews. (Chartered Accountants)	Netherlands India Commercial Bank.
T. A. Martin & Co. (Incorporated Accountants)	Netherlands Trading Society.
Percy Smith, Seth & Fleming. (Incorporated Accountants)	E. D. Sassoon Banking Co., Ltd.
Thomson & Co. (Chartered Accountants)	Thos. Cook & Son (Bank), Ltd.
Wong, Tan & Co. (Chartered Accountants)	Yokohama Specie Bank, Ltd.
ADVERTISING AGENTS:	BARRISTERS-AT-LAW:
The Advertising and Publicity Bureau.	The Hon. Sir Henry Pollock, K.T., K.C.
AERATED WATER MANUFACTURERS:	BREWERS & DISTILLERS:
A. S. Watson & Co., Ltd.	Hong Kong Brewery & Distillery, Ltd.
AIRWAYS COMPANY:	BROKERS:
British Overseas Airways Corpn.	Stewart Bros.
ANALYSTS:	CEMENT MANUFACTURERS:
D. G. Glenn Allen.	Green Island Cement Co., Ltd.
AUCTIONEERS:	CHEMISTS & DRUGGISTS:
Lammert Bros.	A. S. Watson & Co., Ltd.
BANKS:	CHEMICAL MANUFACTURERS:
The American Express Co., Inc.	Imperial Chemical Industries (China), Ltd.
Bank of East Asia, Ltd.	CIGAR MANUFACTURERS:
Bank of Taiwan, Ltd.	The Orient Tobacco Manufactory C. Ingenohl, Ltd.
Banque de l'Indo-Chine.	CIGARETTE MANUFACTURERS:
Chartered Bank of India, Australia & China.	The British Cigarette Co., Ltd.
The Chase Bank.	COAL CONTRACTORS:
Hong Kong & Shanghai Banking Corporation.	Jardine, Matheson & Co., Ltd.
	Kailan Mining Administration.
	Mitsubishi Shoji Kaisha, Ltd.
	Mitsui Bussan Kaisha, Ltd.

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:

China Engineers Ltd.
Hong Kong & Whampoa Dock Co., Ltd.
Jardine Engineering Corporation, Ltd.
Malcolm & Co., Ltd.
Taikoo Dockyard & Engineering Co. of Hongkong Ltd.

ENGINEERS, CONSULTING:

Anderson & Ashe.
Buchanan, G.
Carmichael & Clarke.
Goddard & Douglas.
Marsman Hong Kong China, Ltd.

ESTATE AGENTS:

China Provident Loan & Mortgage Co., Ltd.
Credit Foncier d'Extreme Orient.
Hong Kong Land Investment & Agency Co., Ltd.
S. J. David & Co.

ESTATE & FINANCE CO.:

Humphreys Estate & Finance Co., Ltd.

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.

GAS MASK MANUFACTURERS:

The Safety Industrial Co.

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.

Abdoolally Ebrahim & Co.
J. M. Alves & Co., Ltd.
Andersen, Meyer & Co., Ltd.
Arnhold Trading Co., Ltd.
J. H. Backhouse, Ltd.
Batten & Co., Ltd.
M. Beraha
A. G. Botelho & 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.
P. B. Dhabher & Co.
Dodwell & Co., Ltd.
East Asiatic Co., Ltd.
Eastern Trading Co.
Friesland Trading Co., Ltd.
Fung Tang.
Gibb, Livingston & Co., Ltd.
Gidumal & Watumull, O. K., Ltd.
Gilman & Co., Ltd.
A. Goeke & Co. (1935), Export.
P. D. Gotla & Co.
T. M. Gregory & Co.
T. E. Griffith (1935) Ltd.
Hariram Bros.
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.
Java China Trading Co., Ltd.
Jebsen & Co.
Karanjia & Co., C. M.
Ed. A. Keller Co., Ltd.
Kian Gwan Co. (China) Ltd.
Kishinchand Chellaram.

R. H. Kotewall.
(T) Lane, Crawford, Ltd.
Lepack Company.
Li & Fung, Ltd.
Liebermann Waelchi & Co.
Local Commercial Agency.
W. R. Loxley & Co. (China), Ltd.
Malcolm & Co., Ltd.
John Manners & Co., Ltd.
Maxim & Co.
Ming Kee Hong.
Mitsui Bussan Kaisha, Ltd.
N. Mohamedally.
M. Nemazee.
Nestle's Milk Products (China), Ltd.
Optorg Co. (Malaya) Ltd.
P. Parsram & Co.
K. S. Pavri & Sons
E. Penn Co.
Pentreath & Co.
Pohoomull Bros. (India).
G. Ramchand.
H. S. Rathour & Co.
Reiss, Bradley & Co., Ltd.
Robertson, Wilson & Co., Ltd.
J. L. Robinson
L. Rondon & Co., Ltd.
Alex. Ross & Co. (China), Ltd.
David Sassoon & Co., Ltd.
Schroeder, C. E.
Shewan, Tomes & Co.
U. Spalinger & Co.
Sui Heong Yuen.
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.
 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.
 Shewan, Tomes & Co.
- MARINE SURVEYORS:**
 Anderson & Ashe.
 Buchanan, G.
 Carmichael & Clarke.
 Goddard & Douglas.
- MEDICINE, CHINESE, MANUFACTURERS:**
 Eu Tong Seng, Ltd.
- MINING COMPANIES:**
 Kailan Mining Administration.
 Marsman Hong Kong China, Ltd.
- MOLASSES IMPORTERS:**
 Pure Cane Molasses Co. (Hong Kong), Ltd.
- MOTOR VEHICLE DEALERS:**
 Dodwell & Co., Ltd.
- Gilman & Co., Ltd.
 Hong Kong & Shanghai Hotels, Ltd.
 Alex. Ross & Co. (China), 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.
- PAINT MANUFACTURERS:**
 National Lacquer & Paints Products Co.
- PETROLEUM INSPECTORS:**
 Carmichael & Clarke.
- 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.
- RADIO & SOUND EQUIPMENT IMPORTERS:**
 RCA Manufacturing Co., Inc.

- ROPE MANUFACTURERS:**
 Hong Kong Rope Manufacturing Co., Ltd.
- RUBBER COMPANY:**
 Dunlop Rubber Co. (China), Ltd.
- RUBBER FOOTWEAR MANUFACTURERS:**
 Canton Bros. Rubber Co. (1935) Ltd.
 Continental Rubber Manufactory.
 Fung Keong Rubber Manufactory Ltd.
 Hong Kong Rubber Manufactory Ltd.
 The Wah Keong Rubber Manufactory.
- 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.
 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.
 Messageries Maritimes.
 Mitsui Bussan Kaisha, Ltd.
 Nippon Yusen Kaisha.
 Osaka Shosen Kaisha.
 Shewan, Tomes & Co.
 Shiu On Steamship Co., Ltd.
- Thoresen & Co.
 Thos. Cook & Son, Ltd.
 Wallem & Co.
 S. T. Williamson & Co.
- SHIPBUILDERS:**
 (See Engineers & Shipbuilders)
- SOLICITORS & NOTARIES:**
 Deacons.
 G. K. Hall-Brutton.
 Johnson, Stokes & Master.
 Wilkinson & Grist.
- SUGAR IMPORTERS:**
 Pentreath & Co.
- TOBACCO MANUFACTURERS:**
 British American Tobacco Co. (China), Ltd.
 British Cigarette Co., Ltd.
 Orient Tobacco Manufactory Co. 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.
 L. Rondon & 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 & Ashe.