

Appendix D.

REPORT OF THE HARBOUR MASTER FOR THE YEAR 1912.

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1.—Shipping.

The total of the Shipping entering and clearing at Ports in the Colony during the year 1912 amounted to 488,649 vessels of 36,735,149 tons, which, compared with figures for 1911, shows a decrease of 54,546 vessels, with an increase of 555,997 tons.

Of the above, 46,603 vessels of 24,269,270 tons were engaged in Foreign Trade, as against 44,978 of 23,063,108 tons in 1911, and were distributed as follows:—

	1911. Numbers.	1912. Numbers.	1911. Tonnage.	1912. Tonnage.
British Ocean-going ships,	10·5 %	8·4 %	35·0 %	32·4 %
Foreign Ocean-going ships,	10·6	9·2	35·0	35·3
British River Steamers, ...	16·0	15·0	17·3	17·3
Foreign River Steamers, ...	3·3	3·8	3·0	3·5
Steam-launches (under 60 tons),	7·7	8·6	0·6	0·6
Trading Junks,	51·9	55·0	9·1	10·9
	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>

5. This table shows an increase in British Ocean Shipping of 49 ships of 189,975 tons, or of 1.25 per cent. in numbers and of 2.49 per cent. in tonnage. This is due to improved trade, high freights, and a greater demand for tonnage. The advent of British India Steamship Company's vessels to the Colony is also a factor.

British River Steamers have increased by 97 ships of 81,003 tons or 1.41 per cent. in numbers and 1.97 per cent. in tonnage. This is explained by the increased number of trips made by the Steamships *Wing On* and *Wing Hon*. The former having made 320 more trips than she did in 1911, and the latter 212. River Steamers generally have run more frequently.

Foreign Ocean Vessels show an increase of 187 ships of 674,680 tons or 4.47 per cent. in numbers and 8.5 per cent. in tonnage. This result is due to increases in Japanese, Austrian, Chinese, Portuguese, and Russian steamers. Against this there are considerable decreases in German, Norwegian, Danish, French and Dutch Steamers.

Foreign River Steamers.—Here is an increase of 315 ships of 153,292 tons, or 2.21 per cent. in numbers and 21.5 per cent. in tonnage. This is accounted for by the greater number of trips made during the year by French and Chinese Steamers.

In steamships not exceeding 60 tons employed in Foreign Trade, an increase of 718 ships of 20,520 tons, or 22 per cent. in numbers and 15.7 per cent. in tonnage, is shown. This appears to be due to the greater number of launches running with passengers and cargo to places in Chinese territory more especially to the Eastward. Some of the launches on this run were heretofore employed in towing lighters, etc., in the harbour, but are no longer able to obtain such employment.

In Junks in Foreign Trade, an increase is reported of 259 vessels of 81,687 tons, or 1 per cent. in numbers and 3.2 per cent. in tonnage. This is accounted for by the increased control over these vessels, effected by the new system of licencing inaugurated early in 1912, having resulted in more accurate reports of their movements.

In Local Trade, large reductions are reported.

Steam-launches in Local Trade show a decrease of 49,994 ships of 372,586 tons, or 10.8 per cent. in numbers and 3.4 per cent. in tonnage. This is explained by the fact that almost all towing in the harbour, which formerly was done by small licensed launches, hired for the purpose by the European and Japanese firms concerned, is now done by the unlicensed private launches belonging to those firms.

Junks in Local Trade show a falling off of 6,552 vessels of 277,579 tons, or 18.1 per cent. in numbers and 13 per cent. in tonnage. For this large decrease it is difficult to account, but more than half of it is certainly due to the Sanitary Department

employing steam barges for a large part of the scavenging work. The remainder of the decrease is probably due to the new system of licencing not having been properly understood by the boat population for some time after its inception, with the result that full figures were not at first forthcoming.

It is interesting to note that the entries of Ocean Steamers during the last quarter of the year show an excess, over the average of the three previous quarters, of 122 ships of 175,332 tons. This is accounted for by the unprecedented demand for tonnage, during the closing months of the year, and consequent rise in freights.

6. The actual number of Ocean Vessels of European construction entering during 1912 was 724, of which 336 were British and 388 were Foreign. In 1911 there were 720: 348 British and 372 Foreign.

These 724 ships measured 1,862,287 tons. They entered 4,155 times, and gave a collective tonnage of 8,186,136 tons. Thus, compared with 1911, 4 more ships, with a tonnage greater by 65,789 tons, entered 106 more times, and gave a collective tonnage greater by 430,103 tons.

Thus :—

Flag.	Steamers.		No. of Times entered.		Total Tonnage.		
	1911.	1912.	1911.	1912.	1911.	1912.	
British {	Steamers	344	335	1,952	1,977	3,781,622	3,892,354
	Sailing...	4	1	6	1	16,534	2,890
German,	111	98	657	637	1,133,786	1,129,054	
Japanese,	106	123	509	592	1,354,362	1,572,194	
Norwegian,	36	26	210	168	221,039	173,145	
Austrian,	6	10	24	46	96,380	153,624	
Chinese,	20	30	192	236	241,362	275,316	
Danish,	8	6	20	11	45,928	28,927	
Dutch,	16	18	130	112	235,881	246,352	
French,	27	26	152	142	242,469	229,532	
Italian,	2	4	12	13	31,188	31,403	
Portuguese,	4	5	79	101	32,842	49,494	
Russian,	11	18	20	35	53,080	103,998	
Swedish,	6	6	14	14	25,778	37,262	
U.S.A. {	Ste mers	18	18	71	70	243,619	260,597
	Sailing...	1	...	1	...	163	...
Total,	720	724	4,049	4,155	7,756,033	8,186,136	

7. The 336 British ships carried 3,330 British Officers and 10 Foreign Officers, the latter consisting of 4 U.S.A., 3 Dutch, 1 Dane, 1 Norwegian and 1 German.

Thus, the proportion of Foreign Officers serving in British ships was 0·30%, comprising 5 nationalities, a decrease of 0·05%, with a decrease in number of officers and of ships.

8. The 388 Foreign ships carried 2,720 officers, of whom 96 were British, as follows:—

	1912.	1911.
In Chinese Ships - - - -	79	70
„ French „ - - - -	2	4
„ Japanese „ - - - -	9	12
„ United States Ships - - - -	6	4
	<u>96</u>	<u>90</u>

Thus, 3·5% of the officers serving in Foreign ships were of British nationality, with an increase in number of officers and of ships.

9. The Nationality of the Crews in British and in Foreign ships was as follows:—

	VESSELS.		BRITISH CREWS.		U. S. A. AND EUROPEANS		ASIATICS.	
	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.
British, .	348	336	22,652	22,829	431	257	119,463	126,314
Foreign, .	372	388	1,195	1,561	27,181	29,229	112,584	120,280
Total, ...	720	724	23,847	24,390	27,612	29,486	232,047	246,594

Hence in British ships :—				And in Foreign ships :—			
1911.	1912.			1911.	1912.		
15·89 %	15·29 %	of the crews		0·85 %	1·03 %	of the crews	
		were British.				were British.	
0·30 %	0·18 %	of the crews		19·28 %	19·35 %	of the crews	
		were other				were other	
		Europeans.				Europeans.	
83·81 %	84·53 %	of the crews		79·87 %	79·62 %	of the crews	
		were Asiatics.				were Asiatics.	

2.—Trade.

In the absence of a Customs Department, the details of the Trade of the Colony which I am able to give are meagre, and of little value, being derived from reports of ship masters, which are given in round numbers, and the several items of cargo are only too frequently returned under the heading "general". In a few cases, however, as opium and sugar, exact figures can be obtained; while in certain other items, from their nature, or for other reasons, approximately accurate returns are rendered. I therefore confine myself, in the following remarks, to these few articles of trade.

Imports.—Under this heading, which includes all cargo brought by Ocean Vessels or River Steamers (not in Junks or Steam-launches) and landed or transhipped in the Colony, 4,151,805 tons of cargo were reported during the year. This, compared with that reported during 1911 (3,995,793 tons), shows an increase of 156,012 tons, or 3·9 per cent.

Of this total, there appear increases in the import of coal, cotton, flour, sugar, and timber, while decreases are reported in kerosene oil, opium, and rice.

Coal.—An increase of 10,212 tons or 1 per cent. is here reported, 1,056,502 tons having been imported during the year. It is probably due to transhipments of coal to Canton, where there is an increasing demand for it.

Of the above total quantity, 73 per cent. was Japanese, Hongay and Fushun coming next with about 8 per cent. each, other descriptions of coal being imported in but small quantities. None arrived from either Australia or Labuan, and but one cargo from England, except that imported by the Admiralty, from Cardiff.

Cotton, including cotton yarn and cotton piece goods.—Here appears an increase of 20,552 tons or 51·4 per cent., which seems to be a genuine increase, and not due solely to a larger proportion of the imports being reported as cotton instead of general cargo. The reason for this phenomenal increase is not far to seek. The trade in China, after a total cessation during the last 3 months of 1911 and the first 3 months of 1912, on account of the Revolution in that country, recommenced, and gradually assumed large proportions. These soon still further increased, partly owing to the assumption, by a large percentage of the population, of European dress, which opened up a new trade (now rapidly declining), and partly to the disappearance of the old stocks in the hands of the native merchants, and the necessity for their replenishment. The high rate of exchange was also a factor in increasing the trade although the unprecedented demand caused enhanced prices in spite of it. It is of interest to note that this large increase in imports does not include the large and increasing quantity of native grown cotton spun in the Colony, and re-exported as yarn.

Flour.—Here an increase of 16,620 tons, or 20 per cent. was reported. This is explained by the prices being moderate on account of the high rate of exchange. The wheat crop in North

China, also, has been poor for the past two seasons, thereby creating a demand for foreign flour, while the Chinese are quickly learning new uses for this commodity, which in many parts is taking the place of rice. Among these is a very fine description of Vermicelli, now manufactured at Amoy and Chefoo, which is in great demand, and 20 per cent. of the flour imported at Amoy (through Hongkong) is used for this purpose; considerable quantities are consumed locally and large shipments are made to Hongkong, Canton, the Philippine Islands, Singapore, and other ports out of China. This increased use of flour is evident in the Colony, being noticeable even among the boat population of the Harbour, where I see cakes and "flapjacks" being cooked and eaten, instead of the formerly universal rice.

Kerosene Oil.—Very large reductions are reported in both bulk and case oil imported during the year—of 42 per cent. in the former and 32 per cent. in the latter. Several causes militated to this end. The large stocks in hand at the commencement of the Revolution in China; the virtual total cessation of trade until well on in the year 1912; and the high freight rates, which have increased by more than 100 per cent. in twelve months.

The trade is now restored to its usual proportions, if not still increasing. Out of 105,425 tons imported during 1912, 15,859 tons, or 15 per cent. arrived during the month of December, which seems to point to an increased demand in view of the high freight rates now prevailing.

Liquid Fuel shows an increase of 2,724 tons imported, or 15.4 per cent. This is due to the greater number of vessels now using this form of fuel instead of coal.

Opium is dealt with in the report of the Superintendent of Imports and Exports, forming Annexe B to this report.

Rice.—Here is reported a decrease of 21,072 tons, or 3.6 per cent. The rice crops in the two Kwang Provinces have been good, thus the demand for foreign rice has not been so great as usual. The Siamese, Annamese and Cochin China crops were very poor and prices high. Siamese rice used to sell here at \$4.50 per picul. This year as much as \$7.00 has been asked, and paid. The increased and increasing use of flour among the native population, noticed in my remarks under that heading, no doubt affects the rice market to a certain extent. The import of Japanese rice has apparently entirely ceased.

Timber.—An increase of 13,169 tons or 22 per cent. is here reported. Although I do not think this is all a genuine increase, it is certain that the timber trade has received a considerable impetus recently, by reason of the increased demand for foreign woods for the building and furniture trades in Canton and the interior. The principal descriptions of timber imported are teak and ebony from Siam, and hardwoods, such as billion and yacal from Borneo. The demand for European styles of furniture among the Chinese is responsible for large increases in the import of teak.

Ebony is used for the manufacture of the Canton "blackwood" now so popular among foreigners. Billion, a very hard, heavy wood, whiteant proof, is being increasingly used for beams, rafters, and joists, in the building trade. Billion is also used almost exclusively for the manufacture of those universal necessities of life in China—chopsticks. Yacal has become very popular for boat and ship building, being easily worked, free from knots, very durable, and can be obtained to almost any size. It is used for the frames of the better class of boats, steam-launches, &c., built in the Colony, while the sheathing and planking is generally made of teak. Native boats and junks are usually built of native wood—China pine—the import of which is not included in these figures.

The number and tonnage of ships of European type of construction carrying cargo for import and transit, compared with 1911, was as follows :—

	1911.		1912.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,042	7,739,336	4,154	8,183,246	112	443,910	...	...
River Steamers,	4,147	2,425,868	4,351	2,545,882	204	120,014	...	...
Sailing Vessels,	7	16,697	1	2,890	...	...	6	13,807
Total,.....	8,196	10,181,901	8,506	10,732,018	316	563,924	6	13,807
Net Increase,.....					310	50,117	...	...

12. The corresponding figures relating to ships of European type of construction exporting cargo, and shipping bunker coal, follow:—

EXPORTS.

	1911.		1912.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,029	7,732,115	4,167	8,183,264	138	451,419	...	...
River Steamers,	4,147	2,426,925	4,355	2,546,211	208	119,286	...	...
Sailing Vessels,	9	19,487	1	2,890	...	...	8	16,597
Total,	8,185	10,178,527	8,523	10,732,365	346	570,435	8	16,597
Net Increase,					338	553,838	...	...

Exported 2,335,000 tons including River Trade as compared with 2,161,227 tons in 1911.

	1911.		1912.		Increase.		Decrease.	
	Sts.	Bunker Coal.	Sts.	Bunker Coal.	Sts.	Bunker Coal.	Sts.	Bunker Coal.
Steamers,	4,029	516,232	4,167	550,858	138	34,626	...	...
River Steamers,	1,147	65,075	4,355	72,166	208	7,091	...	...
Total,	8,176	581,307	8,522	623,024	346	41,717	...	...
Net Increase, .....					...	41,717	...	...

13. The River Trade, compared with 1911, is shown in the following Table:—

Year.	Imports.	Exports.	Passengers.
1911,	337,207	308,773	2,343,414
1912,	363,776	319,565	3,435,235

14. The following Table shows the Junk Trade of the Colony for 1911 and 1912:—

IMPORTS.

	1912.		1911.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,	13,158	1,363,928	12,862	1,286,807
Local Trade,	14,891	934,032	18,798	1,068,211
Total,	<u>28,049</u>	<u>2,297,960</u>	<u>31,660</u>	<u>2,355,018</u>

EXPORTS.

	1912.		1911.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,	12,435	1,290,347	12,472	1,285,781
Local Trade,	15,165	922,443	17,810	1,065,843
Total,	<u>27,600</u>	<u>2,212,790</u>	<u>30,282</u>	<u>2,351,624</u>

15. A summary of the Shipping and Trade of the Port for the year 1912. The trade return is given to the nearest 1,000 tons only:—

	No. of Ships.	Tons.							Passengers.		Emigrants.
		Dis-charged.	Shipped.	In Transit.	Bunker Coal.	Total.	Registered Tonnage.	Arrived.	Departed.		
British Ocean-going,	3,956	1,472,000	1,155,000	2,472,000	242,000	5,348,000	7,779,970	187,622	141,873	88,749	
Foreign Ocean-going,	4,367	2,033,000	1,006,000	2,105,000	302,000	5,446,000	8,592,000	112,355	100,868	83,908	
British River Steamers, ...	6,968	219,000	188,000	...	54,000	461,000	4,197,744	1,456,989	1,513,277	...	
Foreign River Steamers, ...	1,738	146,000	132,000	...	18,000	295,000	894,349	270,524	194,445	...	
Total,	17,029	3,869,000	2,481,000	4,577,000	623,000	11,550,000	21,464,383	2,027,490	1,960,463	122,657	
Steam-launches, Foreign Trade,	3,981	2,000	6,000	...	6,000	14,000	150,612	22,759	28,306	...	
Junks, Foreign Trade,	25,593	468,000	792,000	...	...	1,200,000	2,654,275	31,734	30,678	...
Total Foreign Trade, ...	46,603	4,339,000	3,219,000	4,577,000	629,000	13,764,000	24,269,270	2,081,983	2,009,447	...	
Steam-launches, Local Trade,	411,990	2,000	1,000	...	27,000	30,000	10,609,404	3,643,712	3,649,856	...	
Junks, Local Trade,	30,056	445,000	62,000	...	...	507,000	1,856,475	3,066	3,390	...
Total, Local Trade,	442,046	447,000	63,000	...	27,000	537,000	12,465,879	3,646,778	3,653,246	...	
Grand Total,	488,649	4,786,000	3,282,000	4,577,000	656,000	13,301,000	36,755,149	5,723,761	5,662,693	122,657	

3.—Revenue and Expenditure.

16. The gross Revenue collected by the Harbour Department during the year was \$549,275.40 as against \$506,964.85 collected in the previous year, showing an increase of \$42,310.55 or 8.3% :—

	1911.	1912.	Increase.	Decrease.
Light Dues,	\$ 82,578.09	\$ 87,454.95	\$ 4,876.86	\$...
Light Dues, Special Assessment,	92,802.14	98,448.45	5,646.31	...
Licences and Internal Revenue,	137,368.56	163,923.47	26,554.91	...
Fees of Court and Office,	194,023.86	199,146.33	5,122.47	...
Miscellaneous Receipts,	192.20	302.20	110.00	...
Total,	\$ 506,964.85	\$ 549,275.40	\$ 42,310.55	\$...

The principal increases are under Junk Licences, \$16,595.76; Boat Licences, \$6,763.60; Light Dues, \$4,876.86; Light Dues, Special Assessment, \$5,646.31; Storage of Gunpowder &c., \$3,671.59; Sunday Cargo Working Permits, \$3,250; Fines, \$2,246; Engagement and Discharge of Seamen, \$701.20; Emigration Brokers' Licences, \$600; Examination of Masters, &c., \$597.50; Register Fees, \$592; Fishing Stake and Station Licences, \$345.50; Rent for Private Moorings and Buoys, \$180; Chinese Passenger Ship Licences, \$180; Message Fees \$110; Steam-launch Licences, &c., \$84.25; and Sale of Printed Forms, \$55.25.

There has been falling off in Revenue under the headings :—

Medical Examination of Emigrants, \$2,049; Survey of Steamships, \$1,690.07; Forfeitures, \$235.20; Survey of Steam-launches, \$180; Pilots' Licences, \$25; and Engagement of Masters and Engineers of Steam-launches, \$6.

17. The expenditure of the Harbour Department (excluding the Imports and Exports Office) for 1912 was \$149,043.58 as against \$161,149.32 expended in 1911, showing a decreased expenditure of \$12,105.74, which is partly due to the fact that the expenditure of 1911 included the sum of \$7,386.47 paid for coal for Harbour Office steam-launches while in 1912 such expenditure, amounting to \$6,544.98 (or \$841.51 less than in 1911) was paid out of the Vote for Coal for Government Steam-launches under "Miscellaneous Services". Further, the above does not include the sum of \$1,418.81 for balance due on account of installation of Matthews' Incandescent Oil Burners in Gap Rock, Waglan Island and Green Island Light-houses; \$225 for a Buoy to mark a submerged rock in Cheung Sha Wan Bay; and \$175 for 2 Duplex Test Gauges for the Marine Surveyor's Office; all these being "special expenditure" and non-recurrent.

The Amount of Light Dues collected was as follows:—

Class of Vessels.	No. of Trips.	Tonnage.	Rate per ton.	Fees Collected.	Special Assessment.		Total Fees Collected.
					Rate per ton.	Fees Collected.	
Ocean Vessels,	3,732	8,163,183	1 cent.	\$ 81,631.83	1 cent.	\$ 81,631.83	\$ 163,263.66
Steam Launches,	1,911	86,820	1 "	868.20	1 "	868.20	1,736.40
River Steamers (Night Boats),	2,825	1,486,347	$\frac{1}{2}$ "	4,954.92	$\frac{1}{2}$ "	7,432.38	12,387.30
River Steamers (Day Boats),	1,506	1,021,923	Nil.	—	$\frac{5}{6}$ "	8,516.04	8,516.04
Total,	9,974	10,758,273		\$87,454.95		\$98,448.45	\$185,903.40

4.—Steam-launches.

18. On the 31st December, there were 304 Steam-launches (including Motor Boats) employed in the Harbour. Of these, 135 were licensed for the conveyance of passengers, etc., 127 were privately owned, 20 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 Military and 18 Naval.

Four Masters' Certificates were suspended for incompetency or negligence in the performance of their duties; 2 were suspended for 2 months one of whom was required to satisfy the Harbour Master as to his knowledge in the rules of the road before his certificate was returned; 1 was suspended for one month and was required to pass a further examination before his certificate was returned; and 1 was suspended for a fortnight and was required to satisfy the Harbour Master as to his knowledge in the rules of the road before his certificate was returned.

Five hundred and three (503) engagements and four hundred and ninety-two (492) discharges of masters and engineers were made during the year.

Eight (8) Steam-launches were permitted to carry arms for their protection against pirates.

5.—Emigration and Immigration.

19. One hundred and twenty-two thousand six hundred and fifty-seven (122,657) Emigrants left Hongkong for various places during the year 1912 (135,565 in 1911).

Of these, 88,749 were carried in British Ships, and 33,908 in Foreign Ships.

These figures show a decrease under 1911 of 12,890 (or 9·5%), due undoubtedly to the fact that most of the poorer classes instead of emigrating to foreign countries joined the Revolutionaries in China during the latter part of the year.

One hundred and sixty-three thousand two hundred and forty-eight (163,248) returning emigrants are reported to have been brought to Hongkong from the several places to which they had been emigrated, either from this Colony or from Coast Ports, as against 149,994 in 1911. Of these 125,499 arrived in British ships, and 37,749 in Foreign ships.

6.—Registry, etc., of Shipping.

20. During the year, 18 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 8 Certificates of Registry were cancelled. 105 Documents, etc., were dealt with in connection with the Act, the fees on which amounted to \$1,438 as compared with \$846 in 1911.

7.—Marine Magistrate's Court.

21. Four hundred and eighty-seven cases were heard in the Marine Magistrate's Court (235 in 1911). Breach of the Harbour Regulations, Disobeying the Lawful Orders of the Harbour Master, Neglecting to exhibit lights, Failing to observe the Rules of the Road, and carrying passengers in excess were the principal offences.

8.—Marine Court.

(Under Section 19 of Ordinance 10 of 1899.)

22. During the year there were two courts held :—

(1.) On the 3rd day of September, 1912, inquiry was made into the circumstances attending the charge of misconduct on the part of W. McGhee, number of whose certificate of competency is 028,762 of Liverpool, First Officer of the British Steamship "Kumchow" Official Number 128,682 of Hongkong.

The Court found that the charge made by the master of the British Steamship "Kumchow" against William McGhee, number of whose certificate of competency is 028,762 O.C. of Liverpool, First Officer of the above named ship, proved, in that during the middle watch, Friday, August 23rd, at or about 0.30 a.m. when he (the First Officer) who was in charge of the navigation of the ship steaming in the vicinity of Cape Padaran with 600 passengers on board left the bridge without any competent person in charge for a considerable period and was afterwards found by the master in one of the cabins in the after saloon drinking with a passenger. In consideration of the previous serious charge officially logged against him at Saigon but also of the previous record of sobriety and good conduct produced to the Court we ordered his certificate to be suspended for 12 months during which period a Second Mate's certificate will be granted to him and that before his certificate was returned to him he would be required to produce to the Board of Trade a reference of sobriety covering the previous six months.

(2.) On the 1st day of November, 1912, inquiry was held into the circumstances attending the loss of the British Steamship "Dacre Castle" Official Number 124,119 of Liverpool, Edward Arthur Gough, number of whose certificate of competency is O.C. 034,469, London, was Master.

The Court found that the British S.S. "Dacre Castle" Official Number 124,119 of Liverpool of which Edward Arthur Gough, number of whose certificate of competency is 034,489, London, was Master, left Yokohama on a voyage to Boston and New York *via* ports and arrived at Keelung, Formosa, on the 14th September, 1912, with a general cargo of about 5,300 tons this being about one half her total capacity. That she was there moored head and stern between two buoys in the inner harbour, and starboard anchor down.

On the 15th September a typhoon warning was hoisted, and the barometer gave warning of approaching bad weather. On that

evening additional wires to the buoys were supplied. The following day at about 4 p.m. the stern wires parted. The ship which had swung round in the vicinity of two Japanese steamers was given a sheer to port and the port anchor let go. She then began to drag and as soon as sufficient steam was available (5 p.m.) she got under way and proceeded to the outer harbour, where both anchors were let go, in line to windward. Twice these anchors dragged, and ship was taken to windward and re-anchored. The second time she was struck by a very heavy squall and carried bodily on the rocks where she shortly afterwards broke into two.

The Court was of opinion that all possible steps were taken to prevent disaster, and that no blame attached to anyone concerned.

The Court wished to place on record their sense of the good seamanship displayed by the master in getting his ship out of the very narrow waters of the inner harbour under the then existing circumstances.

9.—Examination of Masters, Mates, and Engineers.

(Under Board of Trade Regulations.)

23. The following Tables show the number of Candidates examined under Ordinance 10 of 1899 for Certificates of Competency, distinguishing those who passed from those who failed :—

Grade.	Passed.	Failed.
Master,	20	3
Master, (Provisional Certificate), .....	...	...
First Mate,	13	1
Second Mate,	7	2
Mate,	1	...
Mate, River Steamer,	1	...
Total,	42	6
First Class Engineer,	25	...
Second Class Engineer,	39	4
Total,	64	4

For Steamships not exceeding 60 tons, under Section 37 of Ordinance No. 10 of 1899 :—

Candidates.	Passed.	Failed.
For Master,.....	58	4
For Engineer,.....	67	...
Total,	125	4

10.—Examination of Pilots.

(Under Ordinance No. 3 of 1904.)

24. There was no candidate examined during the year. Fourteen licences were renewed.

11.—Sunday Cargo Working.

25. During the year 357 Permits were issued under Ordinance No. 1 of 1891 as compared with 319 in 1911. Of these 124 were not used as it was found unnecessary to work cargo on the Sunday and the fees in such cases were refunded.

The Revenue collected under this head amounted to \$40,225 as against \$36,975 in 1911.

12.—New Territories.

Fourteenth year of British Administration.

26. The Outstations attached to the Harbour Department, now eight in number, have continued to perform the work allotted to them, and during the year Licences, Port Clearances, Permits, &c., have been issued by them as follows :—

		1911.	1912.
Cheung Chau, opened	1899.....	13,780	12,327
Tai O, "	1899.....	7,494	8,051
Tai Po, "	1900.....	8,928	8,879
Sai Kung, "	1902.....	3,504	2,372
Long Ket, "	1905.....	6,473	4,972
Deep Bay, "	1911.....	660	4,278
Ping Shan, "	1911.....	42	426
Lantao, "	1912.....	—	787
		<u>40,881</u>	<u>42,092</u>

Lantao Station, on board a Police launch, was opened in October.

A Motor Boat has been attached to the Deep Bay Station to facilitate the licensing of small craft.

The Revenue collected by this Department from the New Territories during the year was \$35,947.51 as compared with \$29,054 in 1911.

13.—Lighthouses.

GAP ROCK LIGHTHOUSE.

27. During 1912, 756 vessels passed this Station, all of which were reported to the Harbour Office by telegraph. Of this number 133 were signalled by Morse lamp.

Three thousand and sixty-eight (3,068) telegraphic messages were sent, including meteorological observations for the Observatory, and 1,164 messages were received.

Telegraphic communication was maintained throughout the year except for a few interruptions, caused by the land lines being in contact.

There were 144 hours and 50 minutes of fog and the fog signal was fired 935 times.

On only one occasion was the relief delayed by rough weather.

WAGLAN ISLAND LIGHTHOUSE.

During 1912, 1,832 vessels were reported. 1,603 messages were sent and 503 received. Owing to telegraphic communication being interrupted, 548 vessels were not reported.

There were 352 hours and 24 minutes of fog and the fog signal was fired 3,648 times.

The relief was delayed on two occasions.

GREEN ISLAND LIGHTHOUSE.

During 1912, 1,549 vessels were signalled and reported from this Station. 667 messages were sent and 443 were received.

Owing to communication being interrupted on 9 occasions, 43 vessels were not reported.

The new illuminating apparatus installed in 1911 in the above 3 lighthouses has justified its installation, inasmuch that the power of the lights has been at least doubled, at a cost reduced by \$1,670 or 58%, as compared with 1910 (the last complete year during which the old burners were in use). On the other hand, certain

parts of the apparatus have given considerable trouble, and have had to be constantly repaired or renewed. It is hoped that, with increased experience in the management of the apparatus, such repairs and renewals will become less frequently necessary.

A new light was installed on Kap Sing Island just to the southward of Kap Sing Mun during the year and was first lit on the 29th April. It is a double flashing light, and is fitted with a fog bell, actuated by clockwork. Apart from the difficulty in lighting the lamp when there is any wind due to the form of tower upon which it is supported providing no shelter, and inexperience on the part of the Chinese lightkeepers having caused irregularities in the working, the apparatus has done well, showing an excellent light. No opportunity has, however, been afforded for testing the efficacy of the fog bell since the apparatus has been erected.

14.—Commercial Intelligence, Board of Trade.

28. Forty-eight (48) letters were received during the year from firms and individuals, principally in Great Britain, asking for information concerning commercial matters in the Colony, requesting me to put them into communication with local firms, or to obtain local agents for the sale of their goods.

The replies sent have been as full as the information at our disposal permitted, but as the last class of application mentioned above predominated, and we find it increasingly difficult to induce local firms to undertake agencies, our efforts have not been as successful as I should wish. In the majority of cases, however, the desired results have been effected.

BASIL TAYLOR, Commander, R.N.,
Harbour Master.

HARBOUR OFFICE,
30th January, 1913.

Table I.—NUMBER, TONNAGE, CREWS and CARGOES of VESSELS ENTERED in the

		COUNTRIES WHENCE															
		Australia and New Zea- land.	British North Borneo.	Canada.	Coast of China, Ships.	Coast of China, Steamships under 60 tons.	Coast of China, Junks.	Cochin China.	Continent of Europe.	Formosa.	Great Britain.	India and Straits Settlements.	Japanese Ports.	Java and other Islands in the Indian Archipelago.	Kwang-chau- wan.		
BRITISH.	WITH CARGOES.	Vessels,	36	22	27	3,487	...	...	46	12	5	140	178	191	23	...	
		Tons,	77,325	35,210	109,875	2,645,326	...	...	58,762	46,858	13,862	492,088	496,275	565,905	33,724	...	
		Crews,	3,034	1,325	4,610	156,175	...	...	2,576	1,346	248	9,747	21,973	15,701	1,491	...	
		Car- goes,	Discharged, ..	18,000	52,000	57,000	406,000	...	...	83,000	8,000	...	151,000	213,000	266,000	37,000	...
			Transit,	24,000	9,000	47,000	571,000	...	...	...	48,000	18,000	569,000	310,000	437,000	2,000	...
		IN BALLAST.	Vessels, .....	...	...	...	185	...	...	...	1	2	2	3	...	...
			Tons, .....	...	...	...	271,103	...	...	...	1,267	6,237	1,359	9,641	...	...
			Crews, .....	...	...	...	13,397	...	...	...	77	211	90	132	...	...
		TOTAL.	Vessels,	36	22	27	3,672	...	...	46	12	6	142	180	194	23	...
			Tons,	77,325	35,210	109,875	2,916,429	...	...	58,762	46,858	15,129	498,325	497,634	575,546	33,724	...
			Crews,	3,034	1,325	4,610	169,572	...	...	2,576	1,346	325	9,958	22,063	15,833	1,491	...
			Car- goes,	Discharged, ..	18,000	52,000	57,000	406,000	83,000	8,000	...	151,000	213,000	266,000	37,000
		Transit,		24,000	9,000	47,000	571,000	...	...	...	48,000	18,000	569,000	310,000	437,000	2,000	...
FOREIGN.	WITH CARGOES.	Vessels,	28	28	9	1,095	856	9,355	51	148	81	21	84	398	63	105	
		Tons,	61,427	38,492	34,376	980,617	30,363	895,093	57,668	544,920	81,062	91,674	234,219	1,151,576	138,606	52,601	
		Crews,	2,623	1,646	785	87,674	9,236	124,076	2,520	17,323	5,289	2,192	5,019	30,378	3,936	4,772	
		Car- goes,	Discharged, ..	11,000	57,000	6,000	206,000	...	454,000	91,000	100,000	22,000	14,000	91,000	766,000	85,000	25,000
			Transit,	27,000	16,000	8,000	252,000	...	...	4,000	557,000	6,000	116,000	197,000	661,000	67,000	...
		IN BALLAST.	Vessels, .....	...	...	...	132	809	3,333	...	4	...	...	4	...	...
			Tons, .....	...	...	...	141,179	26,316	415,565	...	2,292	...	...	17,423	...	...
			Crews, .....	...	...	...	6,178	6,956	52,717	...	143	...	...	576	...	...
		TOTAL.	Vessels,	28	28	9	1,227	1,665	12,688	51	148	85	21	84	402	63	105
			Tons,	61,427	38,492	34,376	1,121,826	56,679	1,310,658	57,668	544,920	83,354	91,674	234,219	1,168,999	138,606	52,601
			Crews,	2,623	1,646	785	93,852	16,192	176,793	2,520	17,323	5,432	2,192	5,019	30,954	3,936	4,772
			Car- goes,	Discharged, ..	11,000	57,000	6,000	206,000	...	454,000	91,000	100,000	22,000	14,000	91,000	766,000	85,000	25,000
		Transit,		27,000	16,000	8,000	252,000	...	...	4,000	557,000	6,000	116,000	197,000	661,000	67,000	...
TOTAL.	WITH CARGOES.	Vessels,	64	50	36	4,582	856	9,355	97	160	86	161	262	589	86	105	
		Tons,	138,752	73,702	144,051	3,625,973	30,363	895,093	116,430	591,778	94,924	583,762	730,494	1,717,481	172,330	52,601	
		Crews,	5,657	2,971	5,395	243,849	9,236	124,076	5,096	18,669	5,537	11,939	26,992	46,079	5,427	4,772	
		Car- goes,	Discharged, ..	29,000	109,000	63,000	612,000	...	454,000	174,000	108,000	22,000	165,000	304,000	1,032,000	122,000	25,000
			Transit,	51,000	25,000	55,000	823,000	...	...	4,000	605,000	24,000	685,000	507,000	1,098,000	69,000	...
		IN BALLAST.	Vessels, .....	...	...	...	317	809	3,333	...	5	2	2	7	...	...
			Tons, .....	...	...	...	412,282	26,316	415,565	...	3,559	6,237	1,359	27,064	...	...
			Crews, .....	...	...	...	19,575	6,956	52,717	...	220	211	90	708	...	...
		TOTAL.	Vessels,	64	50	36	4,899	1,665	12,688	97	160	91	163	264	596	86	105
			Tons,	138,752	73,702	144,051	4,038,255	56,679	1,310,658	116,430	591,778	98,483	589,999	731,853	1,744,545	172,330	52,601
			Crews,	5,657	2,971	5,395	263,424	16,192	176,793	5,096	18,669	5,757	12,150	27,082	46,787	5,427	4,772
			Car- goes,	Discharged, ..	29,000	109,000	63,000	612,000	...	454,000	174,000	108,000	22,000	165,000	304,000	1,032,000	122,000	25,000
		Transit,		51,000	25,000	55,000	823,000	...	...	4,000	605,000	24,000	685,000	507,000	1,098,000	69,000	...

RED in the COLONY of HONGKONG from EACH COUNTRY, in the YEAR 1912.

TRIES WHENCE ARRIVED.

Java and other Islands in the Indian Archipelago.	Kwang-chau-wan.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	North and South Pacific.	Philippine Islands.	Port Arthur.	Ports in Hainan and Gulf of Tonkin.	Russia in Asia.	Siam.	South America.	Tsingtau.	United States of America.	Weihaiwei.	TOTAL.
23	...	792	...	...	1	2	...	114	1	85	3	2	...	...	68	11	5,246
33,724	...	588,868	...	...	1,450	3,563	...	150,471	1,227	99,497	8,549	2,621	...	...	231,330	14,536	5,677,122
1,491	...	26,153	...	...	53	142	...	7,544	62	5,171	208	109	...	...	4,779	721	263,163
37,000	...	50,000	...	...	1,000	...	...	46,000	2,000	129,000	...	3,000	...	...	160,000	9,000	1,691,000
2,000	...	...	...	...	...	5,000	...	21,000	...	44,000	12,000	1,000	...	...	347,000	7,000	2,472,000
...	...	5	...	...	...	1	...	13	...	2	...	1	1	1	...	...	217
...	...	3,896	...	...	...	1,423	...	15,198	...	1,504	...	1,122	2,541	2,599	...	...	317,890
...	...	127	...	...	...	92	...	802	...	140	...	30	74	44	...	...	15,216
23	...	797	...	...	1	3	...	127	1	87	3	3	1	1	68	11	5,463
33,724	...	592,764	...	...	1,450	4,986	...	165,669	1,227	101,001	8,549	3,743	2,541	2,599	231,330	14,536	5,995,012
1,491	...	26,280	...	...	53	234	...	8,346	62	5,311	208	139	74	44	4,779	721	278,384
37,000	...	50,000	...	...	1,000	...	...	46,000	2,000	129,000	...	3,000	...	...	160,000	9,000	1,691,000
2,000	...	...	...	...	...	5,000	...	21,000	...	44,000	12,000	1,000	...	...	347,000	7,000	2,472,000
63	105	133	303	238	2	...	3	42	8	263	15	152	6	10	88	...	13,585
138,606	52,601	21,607	16,565	26,196	2,010	...	1,849	62,603	15,110	218,766	35,027	153,234	24,906	32,754	468,718	...	5,472,069
3,936	4,772	1,609	6,397	2,892	123	...	144	3,328	341	11,188	690	7,325	590	536	14,532	...	347,164
85,000	25,000	20,000	2,000	14,000	1,000	...	1,000	23,000	19,000	275,000	3,000	205,000	23,000	1,000	133,000	...	2,648,000
67,000	...	...	...	...	...	...	...	3,000	7,000	59,000	37,000	3,000	...	41,000	44,000	...	2,105,000
...	...	22	8	257	...	...	...	38	1	5	...	1	2	...	1	...	4,617
...	...	13,889	274	27,645	...	...	...	40,934	883	3,822	...	47	2,418	...	10,267	...	702,954
...	...	833	60	4,240	...	...	...	1,869	31	206	...	16	119	...	232	...	74,176
63	105	155	311	495	2	...	3	80	9	268	15	153	8	10	89	...	18,202
138,606	52,601	35,436	16,839	53,841	2,010	...	1,849	103,537	15,993	222,588	35,027	153,281	27,324	32,754	478,985	...	6,175,023
3,936	4,772	2,442	6,457	7,132	123	...	144	5,197	372	11,394	690	7,341	709	536	14,764	...	421,340
85,000	25,000	20,000	2,000	14,000	1,000	...	1,000	23,000	19,000	275,000	3,000	205,000	23,000	1,000	133,000	...	2,648,000
67,000	...	...	...	...	...	...	...	3,000	7,000	59,000	37,000	3,000	...	41,000	44,000	...	2,105,000
86	105	925	303	238	3	2	3	156	9	348	18	154	6	10	156	11	18,831
172,330	52,601	610,475	16,565	26,196	3,460	3,563	1,849	213,074	16,337	318,263	43,576	155,855	24,906	32,754	700,048	14,536	11,149,191
5,427	4,772	27,762	6,397	2,892	176	142	144	10,872	403	16,359	998	7,434	590	536	19,311	721	610,332
122,000	25,000	70,000	2,000	14,000	2,000	...	1,000	69,000	21,000	404,000	3,000	208,000	23,000	1,000	293,000	9,000	4,339,000
69,000	...	...	...	...	...	5,000	...	24,000	7,000	103,000	49,000	4,000	...	41,000	391,000	7,000	4,577,000
...	...	27	8	257	...	1	...	51	1	7	...	2	3	1	1	...	4,834
...	...	17,785	274	27,645	...	1,423	...	56,132	883	5,326	...	1,169	4,959	2,599	10,267	...	1,020,844
...	...	960	60	4,240	...	92	...	2,671	31	346	...	46	193	44	232	...	89,392
86	105	952	311	495	3	3	3	207	10	355	18	156	9	11	157	11	23,665
172,330	52,601	628,260	16,839	53,841	3,460	4,986	1,849	269,206	17,220	323,589	43,576	157,024	29,865	35,353	710,315	14,536	12,170,035
5,427	4,772	28,722	6,457	7,132	176	234	144	13,543	434	16,705	898	7,480	783	580	19,543	721	699,724
122,000	25,000	70,000	2,000	14,000	2,000	...	1,000	69,000	21,000	404,000	3,000	208,000	23,000	1,000	293,000	9,000	4,339,000
69,000	...	...	...	...	...	5,000	...	24,000	7,000	103,000	49,000	4,000	...	41,000	391,000	7,000	4,577,000

S and CARGOES of VESSELS *CLEARED* in the COLONY of HONGKONG to EACH COUNTRY, in the

COUNTRIES TO WHICH DEPARTED.

	Continent of Europe.	Egypt.	Formosa.	Great Britain.	India and Straits Settlements.	Japanese Ports.	Java and other Islands in the Indian Archipelago.	Kwongchow-wan.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	Philippine Islands.	Ports in Hainan and Gulf of Tonkin.	Port Arthur.	Russia in Asia.	Siam.	
50	16	1	2	100	170	220	15	...	791	...	...	...	1	11	48	...	2	1	
26	449,557	2,358	3,549	501,375	483,559	681,001	20,463	...	587,940	...	...	...	1,423	159,600	50,357	...	5,483	1,122	2,
67	1,475	35	111	10,806	22,671	18,673	1,004	...	29,437	...	...	...	94	7,647	3,035	...	154	50	
00	15,000	...	1,000	81,000	111,000	70,000	20,000	...	38,000	...	...	...	...	153,000	17,000	...	...	...	3,
00	...	...	...	4,000	59,000	39,000	5,000	...	11,000	...	...	...	...	23,000	5,000	...	1,000	...	1,
14	3	...	...	...	12	14	6	...	4	...	...	...	1	...	51	...	1	1	
47	9,261	...	...	...	25,683	27,291	12,047	...	2,162	...	...	...	1,423	11,810	171,344	...	2,874	2,416	
91	164	...	...	...	652	922	269	...	155	...	...	...	92	20	2,829	...	28	54	
00	1,000	...	...	...	5,000	2,000	1,000	...	...	...	...	...	1,000	2,000	4,000	...	...	...
64	19	1	2	100	152	234	21	...	795	...	...	...	2	106	99	...	3	2	
73	54,259	2,358	3,549	501,375	509,242	708,292	32,510	...	590,102	...	...	...	2,846	171,430	221,701	...	8,357	3,538	24
58	1,639	35	111	10,806	23,323	19,595	1,273	...	29,592	...	...	...	186	7,877	5,864	...	182	104	
00	15,000	...	1,000	81,000	111,000	70,000	20,000	...	38,000	...	...	...	...	153,000	17,000	...	...	...	3,
00	1,000	...	...	4,000	64,000	41,000	6,000	...	11,000	...	...	...	1,000	25,000	9,000	...	1,000	...	1,
32	152	3	90	16	93	269	56	105	144	303	362	1	...	48	198	2	11	91	
48	520,102	6,740	251,873	85,414	235,989	794,846	130,599	52,530	32,209	16,522	41,286	951	...	62,251	167,519	3,994	52,800	98,105	1,2
50	17,908	177	5,523	2,058	5,713	26,174	3,911	4,830	2,140	6,359	5,077	65	...	3,757	7,825	89	1,064	5,231	
60	103,000	2,000	75,000	13,000	71,000	114,000	31,000	16,000	1,000	5,000	28,000	1,000	...	83,000	76,000	...	3,000	112,000	
90	34,000	1,000	1,000	...	15,000	62,000	7,000	6,000	1,000	1,000	...	1,000	...	13,000	18,000	...	2,000	32,000	
20	1	3	16	...	67	141	12	...	11	6	87	...	...	5	72	4	...	46	
34	2,699	16,027	25,354	...	80,566	249,273	18,573	...	3,530	194	8,609	...	...	13,770	71,988	7,972	...	48,284	24
50	59	532	675	...	3,335	5,274	505	...	319	46	940	...	...	591	2,985	156	...	2,659	1
70	...	1,000	...	...	24,000	3,000	3,000	...	...	...	...	...	...	...	10,000	...	...	15,000	
52	153	6	106	16	160	410	68	105	155	309	449	1	...	53	270	6	11	137	
42	522,801	22,767	277,227	85,414	316,555	1,044,119	149,172	52,530	35,739	16,716	49,895	951	...	76,021	239,507	11,966	52,800	146,339	3.6
10	17,947	709	6,198	2,058	9,548	31,448	4,416	4,830	2,459	6,405	6,017	65	...	4,318	10,810	245	1,064	7,890	2
70	103,000	2,000	75,000	13,000	71,000	114,000	31,000	16,000	1,000	5,000	28,000	1,000	...	83,000	76,000	...	3,000	112,000	
70	34,000	2,000	1,000	...	39,000	65,000	10,000	6,000	1,000	1,000	...	1,000	...	13,000	18,000	...	2,000	47,000	
32	168	4	92	116	263	489	71	105	935	303	362	1	1	169	246	2	13	92	
74	565,100	9,098	255,422	536,789	719,548	1,475,847	151,062	52,530	620,149	16,522	41,286	951	1,423	221,871	217,876	3,994	52,823	99,227	3.6
17	19,383	212	5,634	12,864	28,384	44,847	4,915	4,830	31,577	6,359	5,077	65	94	11,424	10,860	89	1,218	5,281	10
70	118,000	2,000	76,000	94,000	182,000	184,000	51,000	16,000	39,000	5,000	28,000	1,000	...	236,000	93,000	...	3,000	112,000	3.00
70	34,000	1,000	1,000	4,000	74,000	101,000	12,000	6,000	12,000	1,000	...	1,000	...	36,000	23,000	...	3,000	32,000	1.00
34	4	3	16	...	79	155	18	...	15	6	87	...	1	10	123	4	1	47	
1	11,960	16,027	25,354	...	106,249	276,564	30,620	...	5,692	194	8,609	...	1,423	25,580	243,332	7,972	2,874	50,700	2.41
51	203	532	675	...	4,437	6,196	774	...	474	46	940	...	92	801	5,814	156	28	2,713	14
70	1,000	1,000	...	...	29,000	5,000	4,000	...	...	...	...	...	1,000	2,000	14,000	...	...	15,000	
6	172	7	108	116	312	644	89	105	950	309	449	1	2	179	369	6	14	139	
5	577,060	25,125	280,776	536,789	825,797	1,752,411	181,682	52,530	625,841	16,716	49,895	951	2,846	247,451	461,208	11,966	61,157	149,927	6.0
18	19,586	744	6,309	12,864	32,871	51,043	5,689	4,830	32,051	6,405	6,017	65	186	12,225	16,674	245	1,246	7,994	30
70	118,000	2,000	76,000	94,000	182,000	184,000	51,000	16,000	39,000	5,000	28,000	1,000	...	236,000	93,000	...	3,000	112,000	3.00
70	35,000	2,000	1,000	4,000	103,000	106,000	16,000	6,000	12,000	1,000	...	1,000	1,000	38,000	37,000	...	3,000	47,000	1.00

RED in the COLONY of HONGKONG to EACH COUNTRY, in the YEAR 1912.

ISLANDS TO WHICH DEPARTED.

Islands in the Indian Archipelago.	Kwongchow-wan.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	Philippine Islands.	Ports in Hainan and Gulf of Tonkin.	Port Arthur.	Russia in Asia.	Siam.	South Africa.	South America.	South Pacific.	Tsingtau.	United States of America.	Wet-hai-wei.	TOTAL.
15	...	791	...	...	...	1	11	48	...	2	1	2	1	...	10	52	3	5,276
20,463	...	587,940	...	...	...	1,423	159,610	50,357	...	5,483	1,122	2,422	1,423	...	13,367	211,880	5,811	5,585,729
1,004	...	29,437	...	...	...	94	7,617	3,035	...	154	50	88	91	...	622	5,015	169	277,027
20,000	...	38,000	...	...	...	...	153,000	17,000	...	...	...	3,000	...	...	12,000	96,000	1,000	1,343,000
5,000	...	11,000	...	...	...	...	23,000	5,000	...	1,000	...	1,000	1,000	...	1,000	1,000	1,000	274,000
6	...	4	...	...	...	1	5	51	...	1	1	...	...	2	...	6	2	185
2,047	...	2,162	...	...	...	1,423	11,810	171,344	...	2,874	2,416	...	...	4,671	...	17,733	3,552	396,973
269	...	155	...	...	...	92	210	2,829	...	28	54	...	...	70	...	276	151	10,278
1,000	...	...	...	...	...	1,000	2,000	4,000	...	...	...	...	...	1,000	...	1,000	1,000	29,000
21	...	795	...	...	...	2	126	99	...	3	2	2	1	2	10	58	5	5,461
2,510	...	590,102	...	...	...	2,846	171,430	221,701	...	8,357	3,538	2,422	1,423	4,671	13,367	229,613	9,363	5,982,702
1,273	...	29,592	...	...	...	186	7,877	5,864	...	182	104	88	91	70	622	5,291	320	287,305
0,000	...	38,000	...	...	...	...	153,000	17,000	...	...	...	3,000	...	...	12,000	96,000	1,000	1,343,000
6,000	...	11,000	...	...	...	1,000	25,000	9,000	...	1,000	...	1,000	1,000	1,000	1,000	2,000	2,000	303,000
56	105	144	303	362	1	...	48	198	2	11	91	1	6	4	...	63	...	13,955
0,599	52,580	32,209	16,522	41,286	951	...	62,251	167,519	3,994	52,800	98,105	1,209	22,622	4,593	...	373,671	...	5,274,764
3,911	4,830	2,140	6,359	5,077	65	...	3,757	7,825	89	1,064	5,231	72	556	149	...	12,900	...	342,311
1,000	16,000	1,000	5,000	28,000	1,000	...	83,000	76,000	...	3,000	112,000	...	14,000	1,000	...	84,000	...	1,876,000
7,000	6,000	1,000	1,000	...	1,000	...	13,000	18,000	...	2,000	32,000	...	...	...	...	5,000	...	257,000
12	...	11	6	87	...	...	5	72	4	...	46	2	3	...	...	1	...	3,571
8,573	...	3,530	194	8,609	...	...	13,770	71,988	7,972	...	48,284	2,418	3,191	...	...	3,252	...	842,899
505	...	319	46	940	...	...	591	2,985	156	...	2,659	149	173	...	...	31	...	52,449
3,000	...	...	...	...	...	...	...	10,000	...	...	15,000	...	...	...	...	1,000	...	69,000
68	105	155	309	449	1	...	53	270	6	11	137	3	9	4	...	64	...	17,526
9,172	52,580	35,739	16,716	49,895	951	...	76,021	239,507	11,966	52,800	146,339	3,627	25,813	4,593	...	376,923	...	6,117,663
4,416	4,830	2,459	6,405	6,017	65	...	4,348	10,810	245	1,064	7,890	221	734	149	...	12,931	...	384,760
1,000	16,000	1,000	5,000	28,000	1,000	...	83,000	76,000	...	3,000	112,000	...	14,000	1,000	...	84,000	...	1,876,000
0,000	6,000	1,000	1,000	...	1,000	...	13,000	28,000	...	2,000	47,000	...	...	...	...	6,000	...	326,000
71	105	935	303	362	1	1	169	246	2	13	92	3	7	4	10	115	3	19,231
1,062	52,580	620,149	16,522	41,286	951	1,423	221,871	217,876	3,994	52,800	99,227	3,631	24,045	4,593	13,367	555,551	5,511	10,860,493
4,915	4,830	31,577	6,359	5,077	65	94	11,424	10,860	89	1,218	5,281	160	647	149	622	17,915	169	619,338
1,000	16,000	39,000	5,000	28,000	1,000	...	236,000	93,000	...	3,000	112,000	3,000	14,000	1,000	12,000	180,000	1,000	3,219,000
2,000	6,000	12,000	1,000	...	1,000	...	36,000	23,000	...	3,000	32,000	1,000	1,000	...	1,000	6,000	1,000	531,000
18	...	15	6	87	...	1	10	123	4	1	47	2	3	2	...	7	2	3,756
3,620	...	5,692	194	8,609	...	1,423	25,580	243,332	7,972	2,874	50,700	2,418	3,191	4,671	...	20,985	3,552	1,239,872
774	...	474	46	940	...	92	801	5,814	156	28	2,713	149	178	70	...	307	151	62,727
4,000	...	...	...	...	...	1,000	2,000	14,000	...	...	15,000	...	...	1,000	...	2,000	1,000	98,000
89	105	950	309	449	1	2	179	369	6	14	139	5	10	6	10	122	5	22,987
1,682	52,580	625,841	16,716	49,895	951	2,846	247,451	461,203	11,966	61,157	149,927	6,049	27,236	9,264	13,367	606,536	9,363	12,100,365
1,689	4,830	32,051	6,405	6,017	65	186	12,225	16,674	245	1,246	7,994	309	825	219	622	18,222	320	682,065
1,000	16,000	39,000	5,000	28,000	1,000	...	236,000	93,000	...	3,000	112,000	3,000	14,000	1,000	12,000	180,000	1,000	3,219,000
1,000	6,000	12,000	1,000	...	1,000	1,000	38,000	37,000	...	3,000	47,000	1,000	1,000	1,000	1,000	8,000	2,000	629,000

**Table III.—NUMBER, TONNAGE and CREWS of VESSELS of EACH NATION
ENTERED at Ports in the Colony of Hongkong in the Year 1912.**

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	5,246	5,677,122	263,168	217	317,890	15,216	5,463	5,995,012	278,384
American,	64	256,247	10,009	6	4,350	257	70	260,597	10,266
Austrian,	46	153,624	3,627	.....	.....	.....	46	153,624	3,627
Chinese,	576	344,034	67,558	40	34,220	2,240	616	378,254	69,798
Chinese Junks,	9,593	921,289	126,963	3,590	443,210	56,957	13,183	1,364,499	183,925
Danish,	11	28,927	439	.....	.....	.....	11	28,927	439
Dutch,	90	228,477	5,932	22	17,875	814	112	246,352	6,746
French,	495	551,039	21,332	1	279	22	496	551,318	21,354
German,	564	1,033,068	39,535	73	95,986	4,251	637	1,129,054	43,786
Italian,	13	31,403	1,176	.....	.....	.....	13	31,403	1,176
Japanese,	566	1,536,371	41,490	26	35,823	1,235	592	1,572,194	42,725
Norwegian,	129	133,913	4,566	39	39,232	1,252	168	173,145	5,818
Portuguese,	232	70,320	6,220	1	558	46	233	70,878	6,266
Russian,	33	99,167	2,107	2	4,831	86	35	103,998	2,193
Swedish,	14	37,262	572	.....	.....	.....	14	37,262	572
Steamships under 60 tons trading to ports outside the Colony,)	1,159	46,928	15,633	817	26,590	7,016	1,976	73,518	22,649
TOTAL,	18,831	11,149,191	610,332	4,834	1,020,844	89,392	23,665	12,170,035	699,724

Table IV.—NUMBER, TONNAGE and CREWS of VESSELS of EACH NATION
CLEARED at Ports in the Colony of Hongkong in the Year 1912.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	5,276	5,585,729	277,027	185	396,973	10,278	5,461	5,982,702	237,305
American,	68	256,184	11,087	4	4,990	141	72	261,174	11,228
Austrian,	46	153,624	3,904	.....	.....	.....	46	153,624	3,904
Chinese,	591	360,695	40,814	29	17,554	1,266	620	378,249	42,080
Chinese Junks,	10,203	1,113,166	159,447	2,256	177,740	23,793	12,459	1,290,906	183,240
Danish,	10	25,923	400	1	3,004	39	11	28,927	439
Dutch,	100	226,785	6,461	12	19,567	602	112	246,352	7,063
French,	489	545,718	21,013	8	6,771	289	497	552,489	21,302
German,	475	929,462	34,381	162	201,367	9,636	637	1,130,829	44,017
Italian,	13	31,403	1,152	.....	.....	.....	13	31,403	1,152
Japanese,	427	1,263,175	34,369	168	309,410	6,617	595	1,577,585	40,986
Norwegian,	108	111,380	4,376	62	63,670	2,264	170	175,050	6,640
Portuguese,	232	70,219	6,204	1	714	8	233	70,933	6,212
Russian,	33	98,910	2,279	2	5,088	70	35	103,998	2,349
Swedish,	14	37,262	522	.....	.....	.....	14	37,262	522
No Flag,	1	500	18	6	1,288	79	7	1,788	97
Steamships under 60 tons trading to ports outside the Colony,	1,147	47,776	16,033	858	29,318	7,496	2,005	77,094	23,529
TOTAL,.....	19,233	10,862,911	619,487	3,754	1,237,454	62,578	22,987	12,100,365	682,065

**Table V.—TOTAL NUMBER, TONNAGE, CREWS and CARGOES of VESSELS ENTERED
at EACH PORT in the COLONY of HONGKONG in the YEAR 1912.**

		NAMES OF PORTS.											
		Aberdeen.	Cheung Chai.	Long Ket.	Saikung.	Shaukiwan.	Stanley.	Tai O.	Tai Po.	Yanmati.	Victoria.	Hunghom.	TOTAL.
BRITISH.	WITH CARGOES.	Vessels, .....	...	...	...	...	...	...	...	...	5,246	...	5,246
		Tons, .....	...	...	...	...	...	...	...	...	5,677,122	...	5,677,122
		Crews, .....	...	...	...	...	...	...	...	...	263,168	...	263,168
		Cargoes, { Discharged, .....	...	...	...	...	...	...	...	...	1,691,000	...	1,691,000
	{ Transit, .....	...	...	...	...	...	...	...	...	2,472,000	...	2,472,000	
	IN BALLAST.	Vessels, .....	...	...	...	...	...	...	...	...	217	...	217
		Tons, .....	...	...	...	...	...	...	...	...	317,890	...	317,890
		Crews, .....	...	...	...	...	...	...	...	...	15,216	...	15,216
	TOTAL.	Vessels, .....	...	...	...	...	...	...	...	...	5,463	...	5,463
		Tons, .....	...	...	...	...	...	...	...	...	5,995,012	...	5,995,012
		Crews, .....	...	...	...	...	...	...	...	...	278,384	...	278,384
		Cargoes, { Discharged, .....	...	...	...	...	...	...	...	...	1,691,000	...	1,691,000
{ Transit, .....	...	...	...	...	...	...	...	...	2,472,000	...	2,472,000		
FOREIGN.	WITH CARGOES.	Vessels,	466	88	...	769	14	39	...	2,195	10,014	...	13,585
		Tons,	13,142	1,290	...	75,623	64	637	...	201,151	5,180,162	...	5,472,069
		Crews,	2,302	492	...	7,380	42	203	...	28,113	308,632	...	347,164
		Cargoes, { Discharged,	9,000	1,000	...	51,000	...	...	...	101,000	2,486,000	...	2,648,000
	{ Transit, .....	...	...	...	...	...	...	...	...	2,105,000	...	2,105,000	
	IN BALLAST.	Vessels,	29	41	...	311	3	10	...	...	4,223	...	4,617
		Tons,	1,075	532	...	53,861	249	393	...	...	646,844	...	702,954
		Crews,	207	233	...	5,013	72	93	...	...	68,558	...	74,176
	TOTAL.	Vessels,	495	129	...	1,080	17	49	...	2,195	14,237	...	18,202
		Tons,	14,217	1,822	...	129,484	313	1,030	...	201,151	5,827,006	...	6,175,023
		Crews,	2,509	725	...	12,393	114	296	...	28,113	377,190	...	421,340
		Cargoes, { Discharged,	9,000	1,000	...	51,000	...	...	...	101,000	2,486,000	...	2,648,000
{ Transit, .....	...	...	...	...	...	...	...	...	2,105,000	...	2,105,000		
TOTAL.	WITH CARGOES.	Vessels,	466	88	...	769	14	39	...	2,195	15,260	...	18,831
		Tons,	13,142	1,290	...	75,623	64	637	...	201,151	10,857,284	...	11,149,191
		Crews,	2,302	492	...	7,380	42	203	...	28,113	571,800	...	610,332
		Cargoes, { Discharged,	9,000	1,000	...	51,000	...	...	...	101,000	4,177,000	...	4,339,000
	{ Transit, .....	...	...	...	...	...	...	...	...	4,577,000	...	4,577,000	
	IN BALLAST.	Vessels,	29	41	...	311	3	10	...	...	4,440	...	4,834
		Tons,	1,075	532	...	53,861	249	393	...	...	964,734	...	1,020,844
		Crews,	207	233	...	5,013	72	93	...	...	83,774	...	89,392
	TOTAL.	Vessels,	495	129	...	1,080	17	49	...	2,195	19,700	...	23,665
		Tons,	14,217	1,822	...	129,484	313	1,030	...	201,151	11,822,018	...	12,170,035
		Crews,	2,509	725	...	12,393	114	296	...	28,113	655,574	...	699,724
		Cargoes, { Discharged,	9,000	1,000	...	51,000	...	...	...	101,000	4,177,000	...	4,339,000
{ Transit, .....	...	...	...	...	...	...	...	...	4,577,000	...	4,577,000		

Table VI.—TOTAL NUMBER, TONNAGE, CREWS and CARGOES of VESSELS *CLEARED*
at EACH PORT in the COLONY of HONGKONG in the YEAR 1912.

		NAMES OF PORTS.												TOTAL.	
		Aberdeen.	Cheung Chai.	Deep Bay.	Hunghom.	Long Ket.	Saikung.	Shaokwan.	Stanley.	Tai O.	Tai Po.	Yaumati.	Victoria.		
BRITISH.	WITH CARGOES.	Vessels,	5,276	5,276
		Tons,	5,585,729	5,585,729
		Crews,	277,027	277,027
		Shipped, { Cargoes,	1,343,000	1,343,000
	{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	..	274,000	274,000
	IN BALLAST.	Vessels,	185	185
		Tons,	396,973	396,973
		Crews,	10,278	10,278
		Bunker Coal,	29,000	29,000
	TOTAL.	Vessels,	5,461	5,461
		Tons,	5,982,702	5,982,702
		Crews,	287,305	287,305
Shipped, { Cargoes, .....		..	..	..	..	..	..	..	..	..	..	..	1,343,000	1,343,000
{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	..	303,000	303,000	
FOREIGN.	WITH CARGOES.	Vessels,	81	38	..	..	..	540	7	22	..	2,149	11,118	13,955
		Tons,	2,806	405	..	..	..	65,909	282	590	..	196,926	5,007,846	5,274,764
		Crews,	503	224	..	..	..	6,792	90	164	..	27,659	306,879	342,311
		Shipped, { Cargoes,	2,000	..	..	..	..	49,000	..	..	..	84,000	1,741,000	1,876,000
	{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	257,000	257,000	
	IN BALLAST.	Vessels,	139	69	..	..	..	516	10	22	..	..	2,815	3,571
		Tons,	3,367	745	..	..	..	61,187	31	357	..	..	777,212	842,899
		Crews,	746	432	..	..	..	5,306	24	117	..	..	45,824	52,449
		Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	69,000	69,000
	TOTAL.	Vessels,	220	107	..	..	..	1,056	17	44	..	2,149	13,933	17,526
		Tons,	6,173	1,150	..	..	..	127,096	313	947	..	196,926	5,785,058	6,117,663
		Crews,	1,249	656	..	..	..	12,098	114	281	..	27,659	352,703	394,760
Shipped, { Cargoes,		2,000	..	..	..	..	49,000	..	..	..	84,000	1,741,000	1,876,000	
{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	326,000	326,000		
TOTAL.	WITH CARGOES.	Vessels,	81	38	..	..	..	540	7	22	..	2,149	16,394	19,231
		Tons,	2,806	405	..	..	..	65,909	282	590	..	196,926	10,593,575	10,860,493
		Crews,	503	224	..	..	..	6,792	90	164	..	27,659	583,906	619,338
		Shipped, { Cargoes,	2,000	..	..	..	..	49,000	..	..	..	84,000	3,084,000	3,219,000
	{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	531,000	531,000	
	IN BALLAST.	Vessels,	139	69	..	..	..	516	10	22	..	..	3,000	3,756
		Tons,	3,367	745	..	..	..	61,187	31	357	..	..	1,174,185	1,239,872
		Crews,	746	432	..	..	..	5,306	24	117	..	..	56,102	62,727
		Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	98,000	98,000
	TOTAL.	Vessels,	220	107	..	..	..	1,056	17	44	..	2,149	19,394	22,987
		Tons,	6,173	1,150	..	..	..	127,096	313	947	..	196,926	11,767,760	12,100,365
		Crews,	1,249	656	..	..	..	12,098	114	281	..	27,659	640,003	682,065
Shipped, { Cargoes,		2,000	..	..	..	..	49,000	..	..	..	84,000	3,084,000	3,219,000	
{ Bunker Coal, .....	..	..	..	..	..	..	..	..	..	..	629,000	629,000		

Table VIII.
 Total Number, Tonnage, Crews, Passengers and Cargoes of Junks CLEARED at Ports in the Colony of Hongkong, for
 Ports on the Coast of China and Macao, in the Year 1912.

	CARGO.						BALLAST.						TOTAL.					
	Vessels.	Tons.	Crew.	Passen- gers.	Cargo, Tons.	Ves- sels.	Tons.	Crew.	Passen- gers.	Ves- sels.	Tons.	Crew.	Passen- gers.	Ves- sels.	Tons.	Crew.	Passen- gers.	Cargo, Tons.
Canton,.....	2,603	396,166	56,338	...	322,252	148	18,556	2,203	...	2,751	411,722	58,541	...	2,751	411,722	58,541	...	322,252
West River,.....	3,977	437,236	61,252	27,100	287,093	1,191	68,410	12,887	1,739	5,168	505,646	74,139	28,839	5,168	505,646	74,139	28,839	287,093
Macao,.....	362	41,286	5,077	573	28,231	87	8,609	940	...	419	49,895	6,017	573	419	49,895	6,017	573	28,231
East Coast,.....	2,444	160,693	26,954	969	66,663	766	79,451	7,275	...	3,210	204,144	34,239	969	3,210	204,144	34,239	969	66,663
West Coast,.....	817	77,785	9,826	281	27,824	64	2,714	488	31	881	80,499	10,314	312	881	80,499	10,314	312	27,824
Total, 1912,....	10,203	1,113,166	159,447	28,923	732,063	2,256	177,740	23,793	1,770	12,459	1,230,906	183,240	30,693	12,459	1,230,906	183,240	30,693	732,063
Total, 1911,.....	10,324	1,172,420	155,367	26,379	679,856	2,148	113,361	20,662	615	12,472	1,235,781	176,039	26,994	12,472	1,235,781	176,039	26,994	679,856

Table IX.
SUMMARY.

FOREIGN TRADE.	1912.			1911.		
	NO. OF VESSELS.	TONS.	CREW.	NO. OF VESSELS.	TONS.	CREW.
British Ships <i>entered</i> with Cargoes,	5,246	5,677,122	263,168	5,142	5,554,361	258,015
Do. do. in Ballast,	217	317,890	15,216	251	300,823	13,339
Total,.....	5,463	5,995,012	278,384	5,393	5,855,184	271,354
British Ships <i>cleared</i> with Cargoes,	5,276	5,585,729	277,027	5,171	5,524,935	263,724
Do. do. in Ballast,.....	185	396,973	10,278	214	326,612	10,225
Total,.....	5,461	5,982,702	287,305	5,385	5,851,547	273,949
Foreign Ships <i>entered</i> with Cargoes,	2,833	4,503,852	204,563	2,580	4,117,420	156,399
Do. do. in Ballast,.....	210	233,154	10,203	223	209,297	9,495
Total,.....	3,043	4,737,006	214,766	2,803	4,326,717	165,894
Foreign Ships <i>cleared</i> with Cargoes,	2,605	4,113,822	166,831	2,252	3,711,075	146,419
Do. do. in Ballast,.....	457	635,841	21,160	548	615,905	21,377
Total,.....	3,062	4,749,663	187,991	2,800	4,326,980	167,796
Steamships under 60 tons <i>entered</i> with Cargoes,...	1,159	46,928	15,633	641	28,857	9,969
Do. do. do. in Ballast,.....	817	26,590	7,016	976	35,864	9,801
Total,.....	1,976	73,518	22,649	1,617	64,721	19,770
Steamships under 60 tons <i>cleared</i> with Cargoes,.	1,147	47,776	16,033	669	29,624	10,291
Do. do. do. in Ballast,.....	858	29,318	7,496	977	35,747	9,834
Total,.....	2,005	77,094	23,529	1,646	65,371	20,125
Junks <i>entered</i> with Cargoes,	9,593	921,289	126,968	9,514	929,156	127,296
Do. do. in Ballast,	3,590	413,210	56,957	3,348	357,651	52,285
Total,.....	13,183	1,364,499	183,925	12,862	1,286,807	179,581
Junks <i>cleared</i> with Cargoes,	10,202	1,113,166	159,447	10,324	1,172,420	155,367
Do. do. in Ballast,	2,256	177,740	23,793	2,148	113,361	20,662
Total,.....	12,459	1,290,906	183,240	12,472	1,285,781	176,029
Total of <i>all</i> Vessels <i>entered</i> ,	23,665	12,170,035	699,724	22,675	11,533,429	636,599
Total of <i>all</i> Vessels <i>cleared</i> ,	22,987	12,100,365	682,065	22,303	11,529,679	637,899
Total of <i>all</i> Vessels <i>entered</i> and <i>cleared</i> , in } Foreign Trade,	46,652	24,270,400	1,381,789	44,978	23,063,108	1,274,498
LOCAL TRADE.						
Total Junks <i>entered</i> ,	14,891	934,032	144,900	18,798	1,068,211	138,349
Do. <i>cleared</i> ,	15,165	922,443	146,079	17,810	1,065,843	138,445
Total Local Trade <i>entered</i> and <i>cleared</i> ,.....	30,056	1,856,475	290,979	36,608	2,134,054	276,794
Total Foreign Trade <i>entered</i> and <i>cleared</i> ,	46,652	24,270,400	1,381,789	44,978	23,063,108	1,274,498
Total Local Trade <i>entered</i> and <i>cleared</i> ,.....	30,056	1,856,475	290,979	36,608	2,134,054	276,794
Grand Total,.....	76,708	26,126,875	1,672,768	81,586	25,197,162	1,551,292

Table X.
Statement of Licensed Steam-launches Entered in the Colony of Hongkong during the year 1912.

PLACES.	TOWING.				NOT TOWING.				TOTAL.				
	Vessels.	Tonnage.	Crews.	Passengers.	Vessels.	Tonnage.	Crews.	Passengers.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo, Tons.
Within the Waters of the Colony, 1911, ... Do, 1912, ...	133,347 103,429	2,963,738 2,315,736	1,048,454 733,202	6,415 6,165	97,645 102,566	2,555,257 2,938,906	708,637 760,656	2,800,112 3,637,517	230,992 205,965	5,490,905 5,304,702	1,767,021 1,488,758	2,866,617 3,643,712	926 1,201
Outside the Waters of the Colony:—													
Canton,	127	4,523	1,188	...	101	2,786	470	36	228	7,309	1,658	36	...
West River,	93	3,061	795	260	26	842	237	93	119	3,903	1,032	353	...
Macao,	8	274	60	...	303	16,565	6,397	6,910	311	16,839	6,457	6,910	2,441
Heungshow, .....	...	...	...	...	39	1,751	377	826	39	1,751	377	826	...
East Coast,	53	2,168	829	659	327	16,190	5,584	8,735	380	18,358	6,413	9,394	...
Other places,	536	16,564	4,144	15	363	8,794	2,568	5,225	899	25,358	6,712	5,240	...
Total,	817	26,590	7,016	934	1,159	46,928	15,633	21,825	1,976	73,518	22,649	22,759	2,441

Table XI.
Statement of Licensed Steam-launches Cleared in the Colony of Hongkong during the year 1912.

PLACES.	TOWING.					NOT TOWING.					TOTAL.				
	Vessels.	Tonnage.	Crews.	Passengers.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo, Tons.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo, Tons.	Bunker Coal, Tons.
Within the Waters of the Colony 1911,	124,740	2,834,174	986,830	7,320	104,282	2,656,121	771,201	2,840,383	1,082	230,392	5,490,995	1,757,901	2,847,703	1,082	36,452
Do., 1912,	103,892	2,314,809	752,872	5,908	102,603	2,689,893	750,886	3,645,948	1,216	206,995	5,304,702	1,463,758	3,649,856	1,216	27,167
Outside the Waters of the Colony :—															
Canton,.....	163	6,341	1,473	...	53	1,475	481	106	411	216	7,816	1,954	106	411	1,125
West River,.....	104	3,375	958	207	25	809	240	233	3	129	4,184	1,198	440	3	975
Macao,.....	6	194	46	...	303	15,522	6,359	10,357	4,851	309	16,716	6,405	10,357	4,851	1,208
Hongchow,	1	56	9	...	41	1,757	386	1,127	...	42	1,813	395	1,127	...	91
East Coast,	48	1,924	766	584	342	16,639	5,824	10,144	3	890	18,563	6,590	10,728	3	1,315
Other places,	536	17,428	4,244	...	383	10,574	2,743	5,548	4	919	28,002	6,987	5,548	4	1,378
Total,	858	29,318	7,496	791	1,147	47,776	16,033	27,515	5,272	2,005	77,094	23,529	28,306	5,272	6,093

Table XIII.

Comparative Statement of Revenue collected in the Harbour
Department during the Years 1911 and 1912.

Sub-head of Revenue.	Amount 1911.		Amount 1912.	
	\$	c.	\$	c.
1. Light Dues, Ordinance 10 of 1899,	82,578.09		87,454.95	
" Special Assessment,	92,802.14		98,448.45	
2. Licences and Internal Revenue not otherwise specified :—				
Boat Licences, Ordinance 10 of 1899, ...	50,763.31		57,526.91	
Chinese Passenger Ship Licences, Ordinance 1 of 1889,	1,515.00		1,695.00	
Emigration Brokers' Licence, Ordinance 1 of 1889,	1,000.00		1,600.00	
Fines,	4,934.50		7,180.50	
Forfeitures,	306.20		71.00	
Fishing Stake and Station Licences, Ordinance 10 of 1899,	166.00		199.50	
Fishing Stake and Station Licences, do., from the New Territories,	2,336.30		2,648.30	
Junk Licences, &c., Ord. 10 of 1899, ...	44,668.80		54,683.05	
Junk Licences, &c., Ord. 10 of 1899, from the New Territories,	26,717.70		33,299.21	
Pilots' Licences, Ordinance 3 of 1904, ...	95.00		70.00	
Steam-launch Licences, &c., Ordinance 10 of 1899,	4,865.75		4,950.00	
3. Fees of Court or Office, Payments for specific purposes and Reimbursements-in-Aid :—				
Engagement and Discharge of Seamen, Ordinance 10 of 1899,	23,023.00		23,724.20	
Engagement of Masters and Engineers of Steam-launches, Ord. 10 of 1899,	257.50		251.50	
Examination of Masters, &c., Ordinance 10 of 1899,	1,685.00		2,282.50	
Gunpowder, Storage of—Ord. 10 of 1899,	9,861.02		13,577.86	
Medical Examination of Emigrants, Ord. 1 of 1889,	*84,770.50		†82,721.50	
Printed Forms, Sale of,	207.75		263.00	
Private Moorings and Buoys, Rent for—Ordinance 10 of 1899,	3,480.00		3,660.00	
Registry Fees (Merchant Shipping Act), Ordinance 10 of 1899,	846.00		1,438.00	
Steam-launches, Surveyor's Certificates, Ordinance 10 of 1899,	3,510.00		3,330.00	
Survey of Steamships, Ordinance 10 of 1899,	29,408.09		27,718.02	
Sunday Cargo Working Permits, Ord. 1 of 1891,	36,975.00		40,225.00	
7. Miscellaneous Receipts (other)—Message Fees for notifying ships signalled, ...	192.20		302.20	
Total,	\$ 506,964.85		\$ 549,275.40	

* † See next page.

* Statement of Emigration Fees, 1911 :—

	<i>Revenue collected by.</i>	<i>Expenditure incurred by.</i>	
Harbour Department,	\$ 84,770.50	\$ 4,100.00	(Estimated.)
Registrar General's Office,	5,530.00	6,387.34	
Stamp Office, on account of Bill of Health,	6,959.50	.....
Medical Department,.....	.....	15,478.25	
	<hr/>	<hr/>	
	\$ 97,260.00	\$ 25,965.59	
	<hr/> <hr/>	<hr/> <hr/>	
	Net Revenue,....	\$ 71,294.41	

† Statement of Emigration Fees, 1912 :—

	<i>Revenue collected by.</i>	<i>Expenditure incurred by.</i>	
Harbour Department,	\$ 82,721.50	\$ 4,200.00	(Estimated.)
Registrar General's Office,	4,850.00	3,235.20	
Stamp Office, on account of Bill of Health,	8,358.50	.....
Medical Department,.....	.....	12 953.86	
	<hr/>	<hr/>	
	\$ 95,930.00	\$ 20,389.06	
	<hr/> <hr/>	<hr/> <hr/>	
	Net Revenue,....	\$ 75,540.94	

(Net Revenue, 1910,.....\$54,589.12.)

Table XXIV.

Tonnage entered at Hongkong, from 1867 to 1912 inclusive.

represents British Shipping Tonnage only.

... LINE represents German Shipping Tonnage only.

... LINE represents Japanese Shipping Tonnage only.

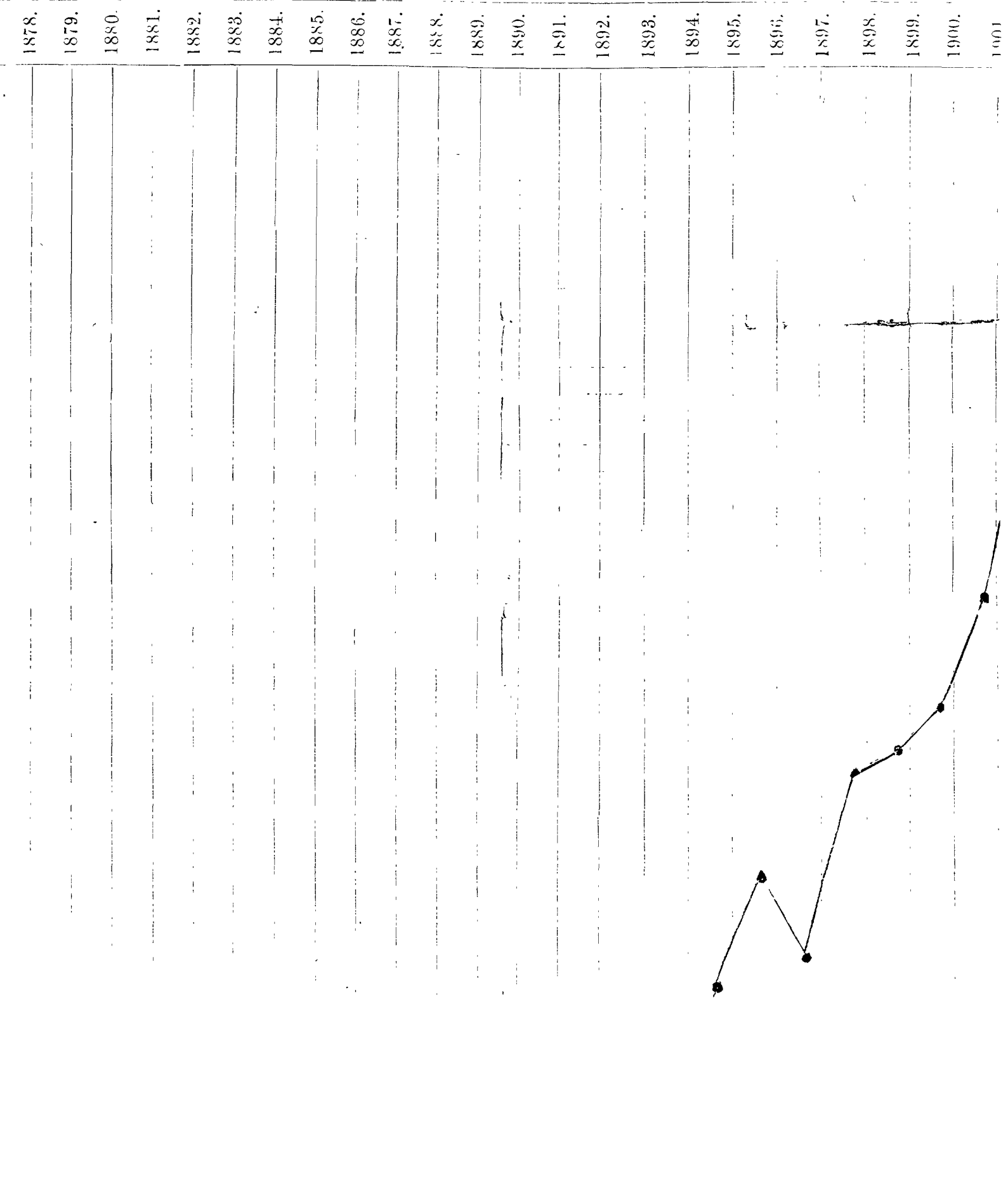
... represents Foreign Shipping Tonnage only.

... represents British and Foreign Shipping Tonnage.

... represents Junk Tonnage only, excluding Local Trade.

... represents Steam-launch Tonnage only, excluding Local Trade.

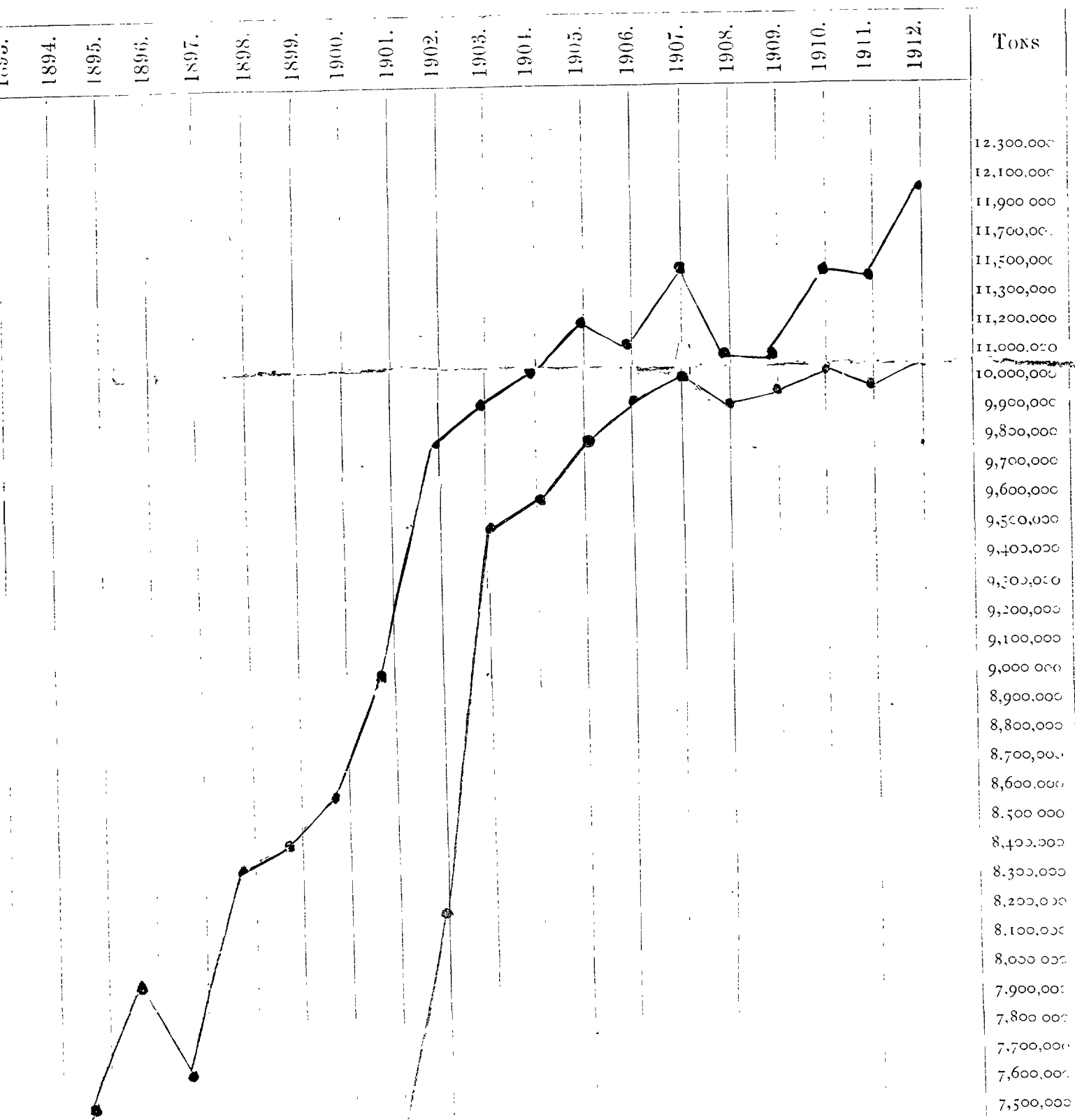
... LINE represents entire Foreign Trade in British and Foreign Ships, Junks and ...



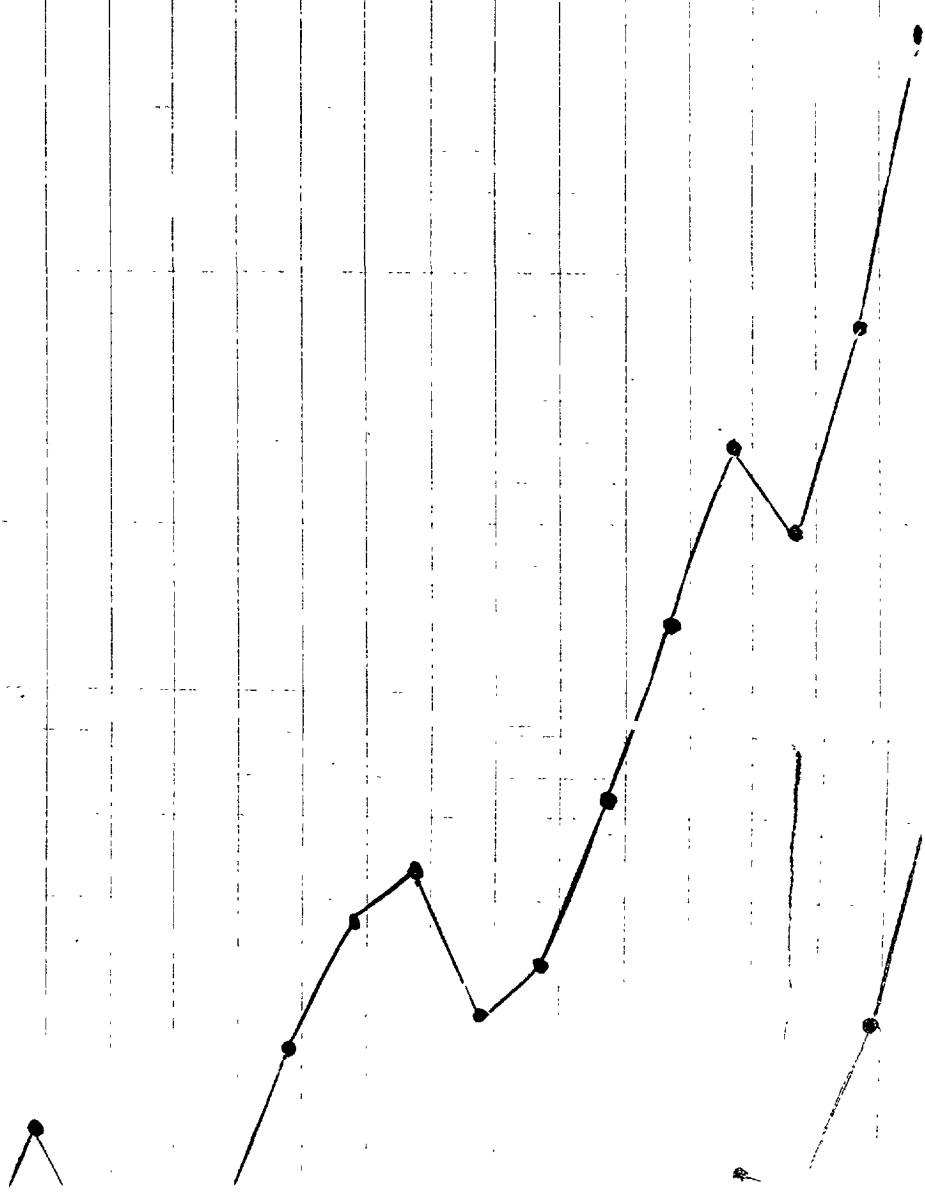
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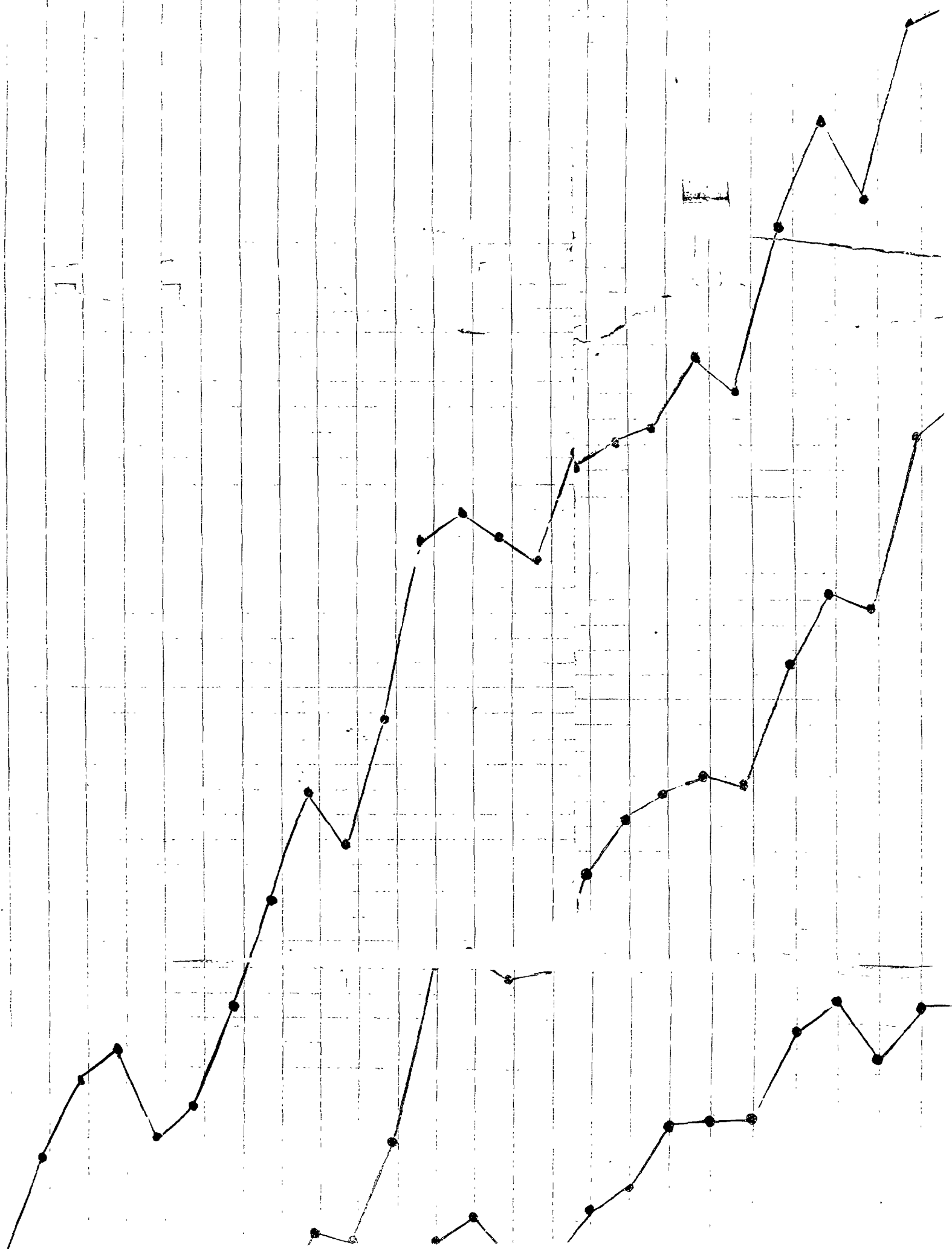
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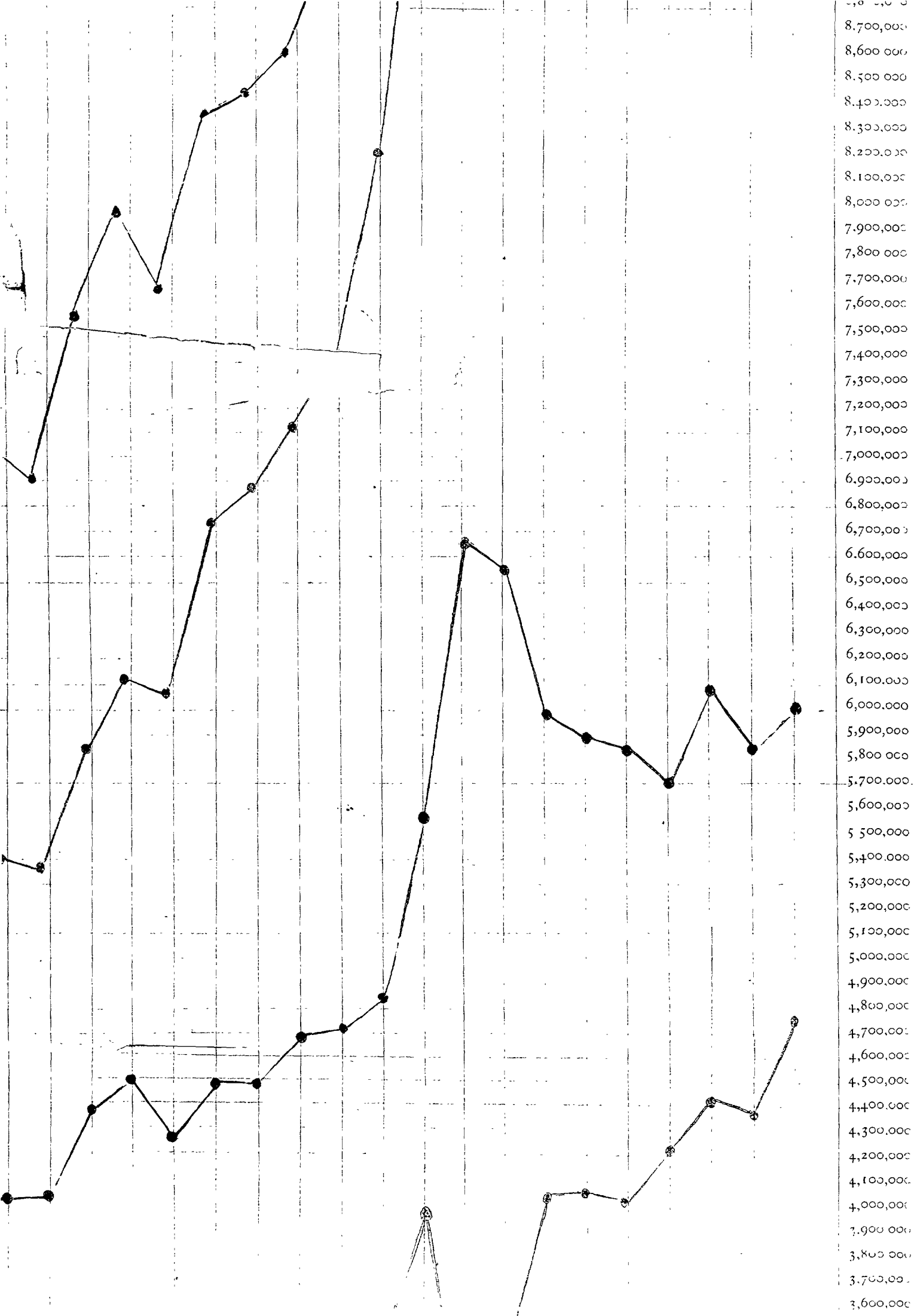
Foreign Ships, Junks and Steam-launches.

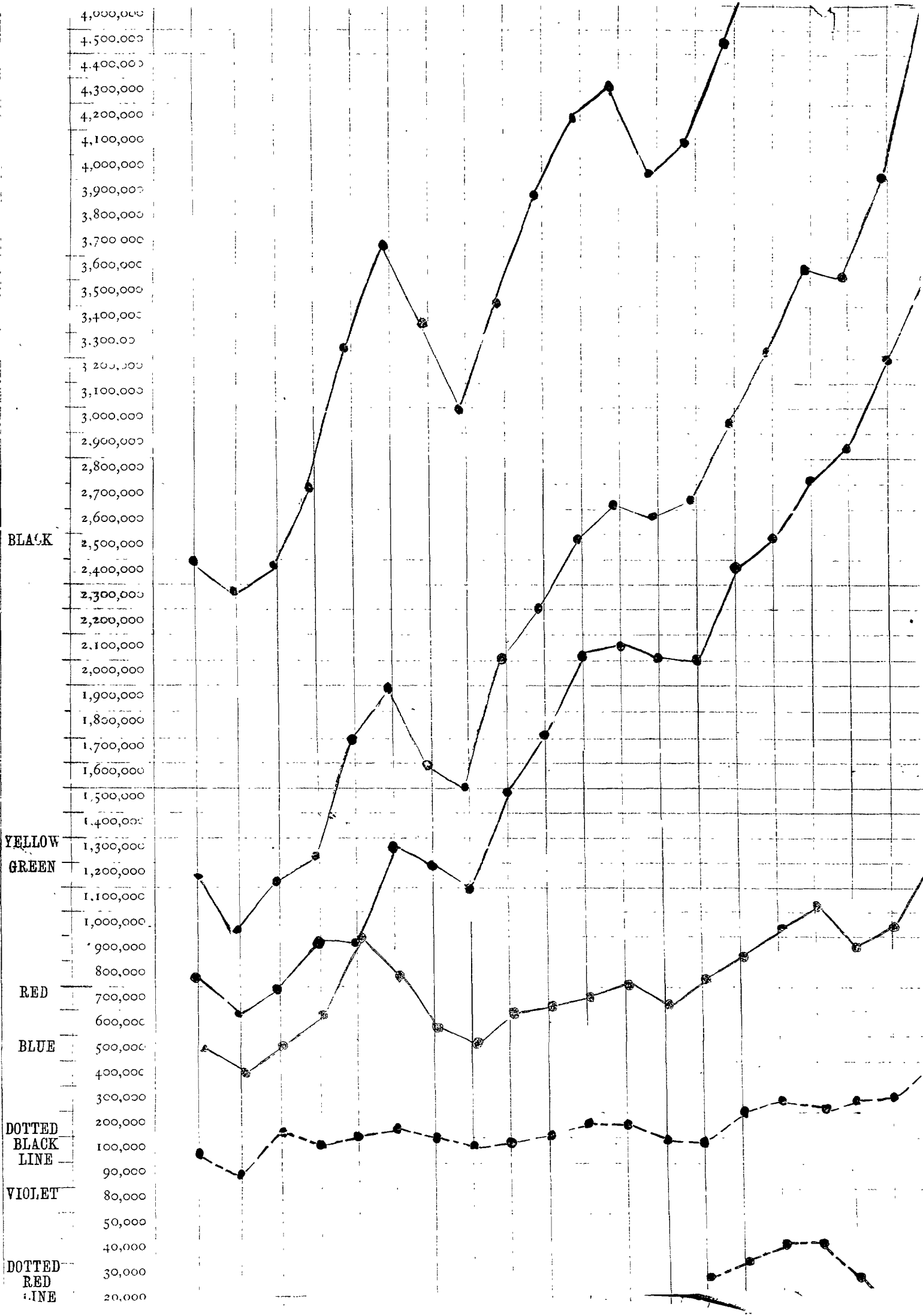


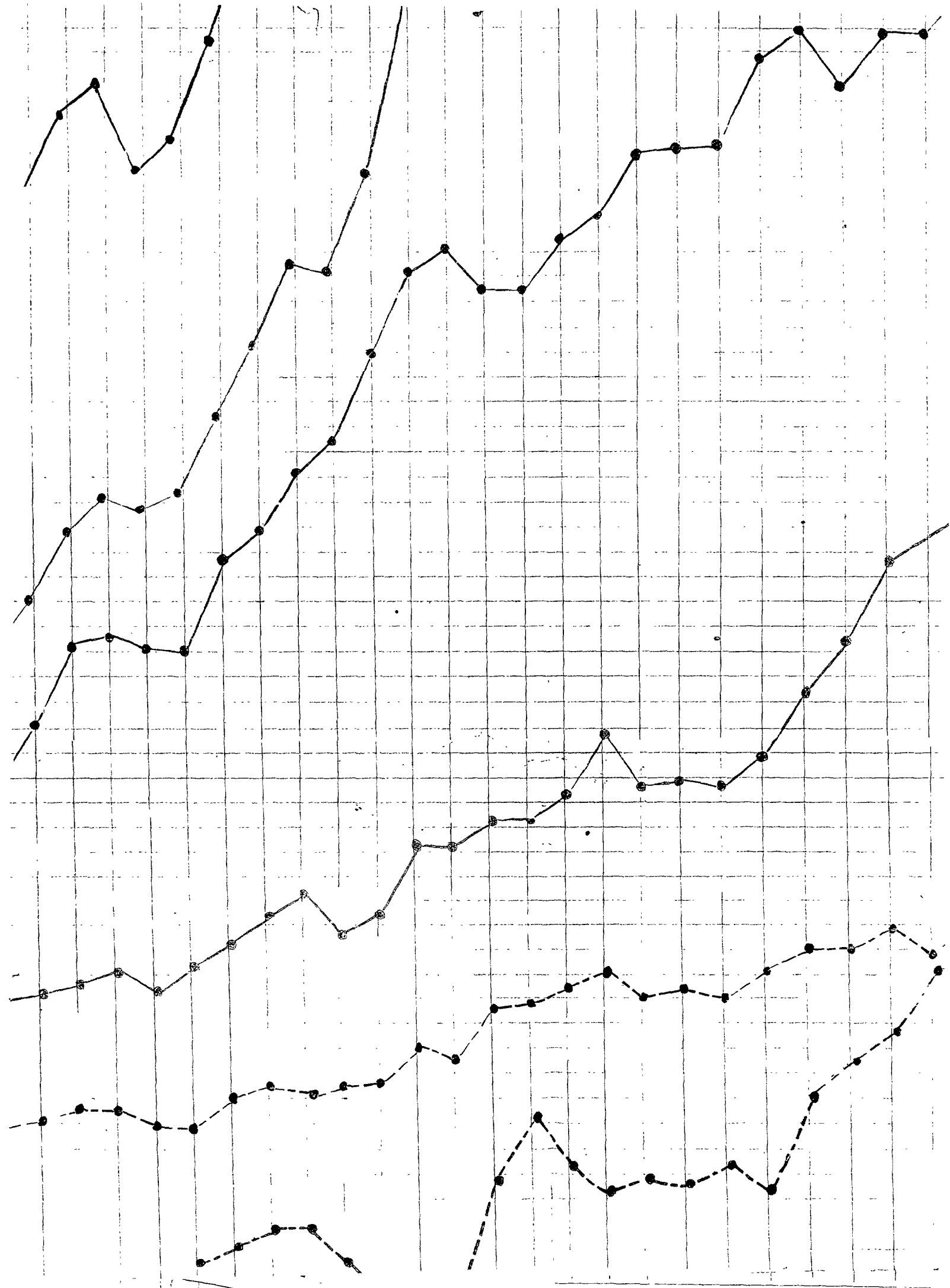
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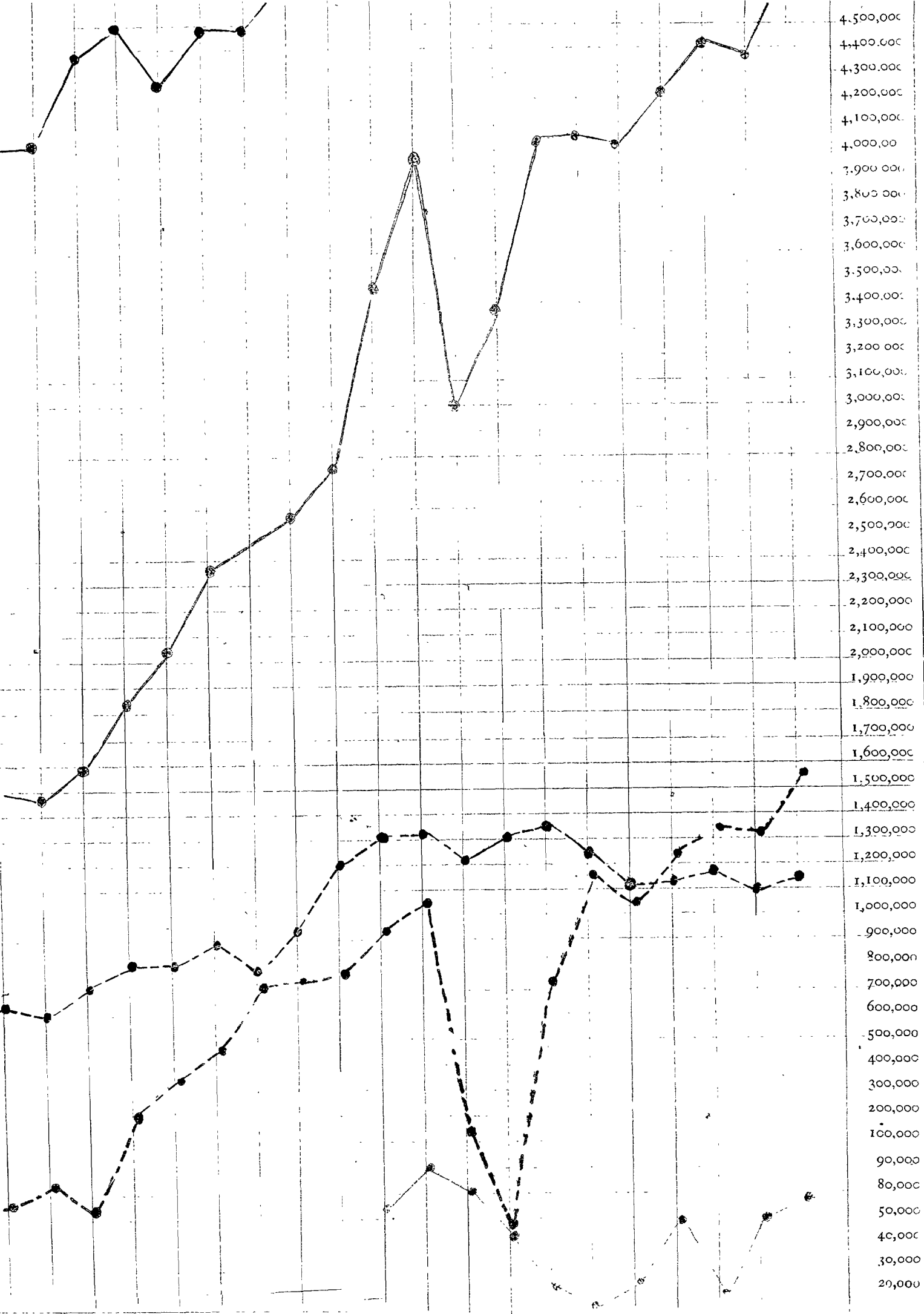


Table XV.

Statement of average number of Emigrants from Hongkong to Ports other than in China, for
Quinquennial Periods from 1880 to 1910 inclusive.

1880.	1885.	1890.	1895.	1900.	1905.	1910.
41,720	63,138	66,706	60,360	66,961	73,103	88,452

Table XVI.

Number of Male and Female Emigrants from Hongkong to Ports other than in China,
for Ten Years, from 1903 to 1912 inclusive.

<i>Whether bound.</i>	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
Straits Settlements, Males,	53,759	53,131	45,948	51,589	71,141	40,746	40,129	65,372	83,875	68,809
Straits Settlements, Females,	9,628	9,596	9,026	8,731	11,907	8,898	7,887	11,333	17,081	15,216
Total,	63,387	62,727	54,974	60,320	83,048	49,639	48,016	76,705	100,906	84,024
Other Ports, Males,	19,915	13,499	9,308	16,348	22,829	21,299	28,965	33,692	33,935	37,791
Other Ports, Females,	82	78	59	57	90	143	449	661	724	842
Total	19,997	13,577	9,367	16,405	22,919	21,442	29,414	34,353	34,659	38,633
Grand Total,	83,384	76,304	64,341	76,725	105,967	71,081	77,430	111,058	135,565	122,657

Table XVII.

Summary of Chinese Emigrants Returned to Hongkong from Ports other than in China, during the Year 1912.

WHERE FROM.	BRITISH SHIPS.						FOREIGN SHIPS.						GRAND TOTAL.							
	Adults.		Children.		Total.		Adults.		Children.		Total.		Adults.		Children.		Total.			
	M.	F.	M.	F.			M.	F.	M.	F.			M.	F.	M.	F.				
From Australian Ports,	2,266	103	65	40	2,474	648	29	22	12	711	2,914	132	87	52	3,185					
" Bangkok,	5,315	90	65	42	5,512	3,373	173	92	54	3,692	3,373	173	92	54	3,692					
" Canada,	227	...	...	...	227	6,794	286	83	49	7,212	7,021	90	65	42	5,512		
" Dutch Indies,	99	...	5	2	111	795	39	31	22	887	894	286	83	49	7,439					
" Honolulu,	318	21	10	6	355	1,363	136	44	29	1,572	1,681	44	36	24	998					
" Japan,	105	...	...	...	105	376	...	...	...	376	481	157	54	35	1,927
" Mauritius,	255	3	1	...	259	253	1	...	...	254	508	...	...	...	481
" Mexico, .....	...	...	...	...	...	535	13	6	3	557	535	...	...	...	513
" New Guinea, .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
" Panama, .....	...	...	...	...	...	704	...	...	...	704	...	...	...	...	557
" South America,	104,955	5,976	2,444	1,286	114,661	16,031	497	165	110	16,802	704	10	7	3	734					
" Straits Settlements, ...	1,734	28	19	14	1,795	4,622	168	103	69	4,962	120,385	6,473	2,609	1,396	131,463					
" U. S. A., .....	...	...	...	...	...	...	...	...	...	...	6,356	196	122	83	6,757
1912 Total,	116,274	6,226	2,609	1,390	125,499	35,493	1,352	553	351	37,749	150,767	7,578	3,162	1,741	163,248					
1911 Do.,	104,571	4,485	2,965	1,307	112,328	35,834	866	515	351	37,566	140,405	5,351	2,480	1,658	149,894					
Total Passengers by British Vessels,																115,274	6,226	2,609	1,390	125,499
Total Passengers by Foreign Vessels,																35,493	1,352	553	351	37,749
Excess of Passengers by British Vessels,																79,781	4,874	2,056	1,039	87,750

Table XVIII.

Statement of average number of Emigrants Returned to Hongkong from Ports other than in China, for Quinquennial Periods from 1880 to 1910 inclusive.

	1880.	1885.	1890.	1895.	1900.	1905.	1910.
	48,114	68,830	96,068	104,118	109,534	137,814	146,585

Table XIX.

Number of Male and Female Emigrants Returned to Hongkong from Ports other than in China, for 10 years, from 1903 to 1912, inclusive.

<i>Where from.</i>	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
Straits Settlements, Males,	116,705	123,542	114,653	110,525	121,935	125,228	112,093	110,439	114,069	123,594
Straits Settlements, Females,	5,778	4,842	6,210	4,043	2,403	4,442	3,387	7,524	5,688	7,869
Total,	122,483	128,384	120,863	114,568	124,338	129,670	115,480	117,963	119,757	131,463
Other Ports, Males,	17,826	20,417	19,291	19,848	21,387	27,869	29,180	30,986	28,816	30,335
Other Ports, Females,	242	364	329	496	97	290	161	615	1,321	1,450
Total,	18,068	20,811	19,620	20,344	21,484	28,159	29,341	31,601	30,137	31,785
Grand Total,	140,551	149,195	140,483	134,912	145,822	157,809	144,821	149,564	149,894	163,248

Table XX.
Return of Vessels Registered at the Port of Hongkong, during the Year 1912.

Name of Vessel.	Official Number.	Registered Tonnage.	Horse Power.	Rig.	Built of.	Where built and when.	Remarks.
1. Parva,	128,713	5.26	40	Nil	Carvel	Hongkong,.....1911.	.....
2. Fiume,	128,683	838.52	550	Schooner	Clencher	Kiel,.....1882.	Re-registered.
3. Logam,	128,714	1.52	45	Nil	Carvel	Hongkong,.....1901.	.....
4. Petching,	127,227	271.58	290	"	Clencher	Shanghai,.....1911.	Transferred from Shanghai.
5. Nile,	102,854	3135.09	7,500	Schooner	"	Clyde Bank Dum- bartonshire.... 1893.	.....
6. Circe,	128,715	314.20	500	"	"	Hongkong,.....1912.	Transferred from London.
7. Taikoo Cheong,	128,716	12.14	65	Nil	Carvel	".....1909.	.....
8. Taikoo Kuai,	128,717	38.78	175	"	"	".....1911.	.....
9. Taikoo Shun-O,	128,718	18.73	65	"	"	".....1899.	.....
10. Taikoo Shing,	128,719	14.74	40	"	"	".....1909.	.....
11. Taikoo Doek,	128,720	20.98	75	"	"	".....1909.	.....
12. Taikoo Koong,	133,231	13.91	55	"	"	".....1911.	.....
13. Tai Hon,	133,232	50.06	100	"	"	".....1912.	.....
14. Cholou (Oil Motor),	133,233	67.75	44	"	Clencher	".....1912.	.....
15. Taikoo Kom,	133,234	30.62	3.0	"	"	".....1912.	.....
16. Sin Tai Yat,	133,235	148.72	...	"	Carvel	".....1912.	.....
17. Sin Tai Yee,	133,236	143.72	...	"	"	".....1912.	.....
18. Pak Hin Hok,	133,237	27.11	17	"	Clencher	".....1912.	.....

Table XXI.
Return of Registers of Vessels Cancelled at the Port of Hongkong, during the Year 1912.

Name of Vessel.	Official Number.	Registered Tonnage.	Date of Registry.	Horse Power.	Rig.	Built of.	Where and when built.	Reason of Cancellation.
1. Fjume,	128,683	838.52	1910	550	Schooner	Iron	Kiel,.....1882	Sold to Foreigners.
2. Hing Lee,	109,874	395.13	1903	288	Nil	Wood	Hongkong, ... ..1903	Do.
3. Tow,	128,692	53.28	1910	330	"	Steel	"1910	Do.
4. Tarang,	123,074	86.76	1907	...	Schooner	Carvel	San Francisco, .....1903	Constructively lost in typhoon.
5. Parva,	128,713	5.26	1912	40	Nil	"	Hongkong, .....1911	Sold to Foreigners.
6. Fjume,	128,683	838.52	1912	550	Schooner	Clencher	Kiel,.....1882	Do.
7. Pak Hin Hok,....	120,976	16.10	1905	17	Nil	Carvel	Canton, 1903	Do.
8. Hoi Fung,.....	128,703	69.41	1911	400	Ketch	Clencher	Middlesbrough, .....1911	Do.

Table XXII.

Number and Tonnage of Vessels in Foreign Trade Entered and Cleared since 1903.

YEAR.	NO. OF VESSELS.	TONNAGE.
1903	46,255	21,716,870
1904	51,173	22,299,582
1905*	51,578	22,653,616
1906†	44,550	22,453,077
1907	47,660	23,032,891
1908	45,403	22,305,131
1909	43,794	22,415,125
1910	38,727	23,067,391
1911	44,978	23,063,108
1912	46,603	24,269,270

Net Increase in 1912 against 1903 : -348 vessels and 2,552,400 tons.

* Steamships not exceeding 60 tons in Foreign Trade included for first time.

† Decrease due to Typhoon of 18th September, 1906.

Table XXIII.

Revenue and Expenditure of the Harbour Department.

Year.	Total Revenue of Department.	Total Expenditure of Department.	Percentage of Expenditure to Revenue.
	\$ c.	\$ c.	%
1903,.....	285,288.42	158,936.52	55.71
1904,.....	301,128.95	146,951.90	48.80
1905,.....	302,817.76	147,396.72	48.67
1906,.....	274,008.78	160,899.99	58.43
1907,.....	348,300.10	160,389.48	46.05
1908,.....	357,768.52	163,579.54	45.72
1909,.....	462,469.82	172,680.55	37.34
1910,.....	494,234.84	160,035.89	32.38
1911,.....	506,964.85	* 161,149.32	31.76
1912,.....	549,275.40	149,043.58	27.13

* Including \$507.90 coal in stock.

Annexe A.

MERCANTILE MARINE OFFICE.

19,240 seamen were shipped and 19,362 discharged at the Mercantile Marine Office and on board ships during the year, compared with 18,262 shipped and 17,341 discharged during 1911.

175 distressed seamen were received and admitted to Sailors' Home, &c.; of these, 54 were sent Home, 2 to Bombay, 3 to Calcutta, 1 to Colombo, 3 to Manila, 3 to Port Said, 27 to Singapore, 4 to Sydney, 1 to Vancouver, 1 passenger to Australia, 39 to Canton, 5 to Hoihow, 3 to Japan, 1 to Manila, 2 joined the Chinese Customs, 2 deserted, 2 died in the Government Civil Hospital, 1 remained in the Sailors' Home and 21 obtained employment.

\$4,241.62 was expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen.

Annexe B.

IMPORTS AND EXPORTS OFFICE.

Liquors Consolidation Ordinance, 1911.

1. The revenue collected from liquor duties and licensed warehouses for the year 1912 was \$705,574.80 made up as follows:—

Duties, European Liquors,	\$243,627.94
Duties, Chinese Liquors, ..	455,135.80
Licensed Warehouse Fees,	6,732 06
Licensed Warehouse Overtime Fees,.....	79.00
	<hr/>
	<u>\$705,574.80</u>

2. The duty collected from European liquors shows a very slight increase as compared with 1911. There is a distinct decrease in the consumption of champagne, gin and beer. Of these the decrease in gin may be directly attributed to the high rate of duty. The decrease in champagne and beer appears to be due to more general causes. There is a noticeable increase in the consumption of brandy, and a slight increase in that of whisky. Other varieties show very little difference as compared with the two previous years. The details of the trade in European liquors is given in Table I.

3. The revenue from Chinese wines shows an increase which practically corresponds with the difference in the length of time during which the higher rate of duty was collected. (The present

rate came into force in March, 1911.) The actual quantity consumed is, as in 1911, rather below that consumed in 1910. This seems to be due to the unsettled conditions in the earlier months of the year and not to the higher rate of duty. The details of the trade in Chinese liquors is given in Tables II and III.

4. The expenditure incurred by the department was \$56,149.74. This figure represents rather more than the actual cost of collection of liquor duties as a considerable amount of work is done by the department in connection with opium and other matters not connected with the Liquors Ordinance.

5. Thirty-two convictions were obtained against persons for being in possession of liquor the duty on which had not been paid. These cases were of a more or less trivial nature.

6. *Opium.*—The imports of raw opium show a decrease of 8,925 chests or 42% and the exports a decrease of 6,796 $\frac{3}{4}$ chests or 34%. This decrease is the natural outcome of the Opium Agreement of May, 1911, but has been intensified by the uncertainties and variations of provincial policies in China with regard to opium generally and by the absolute exclusion of Persian opium from the China market. The general figures of the imports and exports since 1908 are shown in the following table :—

	1912. <i>chests.</i>	1911. <i>chests.</i>	1910. <i>chests.</i>	1909. <i>chests.</i>	1908. <i>chests.</i>
Stock in hand 1st January,...	7,587	7,123	4,509	5,808	4,707
Imported during the year, ...	12,361 $\frac{1}{4}$	21,286	31,743	35,734	41,821
Total,.....	19,948 $\frac{1}{4}$	28,409	36,252	41,542	46,528
Boiled by Opium Farmer, ...	1,113	761	782	1,044	864
Spurious opium destroyed,...	2	...	14	51	247
Exported during the year,..	13,264 $\frac{1}{4}$	20,061	28,333	35,938	39,609
Total,.....	14,379 $\frac{1}{4}$	20,822	29,129	37,033	40,720
Stock remaining on 31st Dec.,	5,560	7,587	7,123	4,509	5,808

7. The imports and exports of the different varieties of raw opium are given in Table IV. It will be seen that practically the whole of the decrease is in Bengal and Persian opium. There is a slight decrease in the imports of Malwa opium and an increase of 3,023 chests in the exports. This is largely due to the comparatively small reduction, as compared with Bengal opium, in the sales of Malwa opium in India for the China market. During the year 6,700 chests of Bengal and 14,560 chests of Malwa opium were sold in India for shipment to China. The import of Persian opium into China has been prohibited since January 1st, 1912. Further details of the opium trade are given in Tables V, VI, VII and VIII.

8. Four prosecutions were instituted for offences against the Opium Ordinance in connection with the movement of raw opium, and convictions were obtained in three cases. All four cases were connected with Persian opium.

9. *Morphia and Cocaine.*—The trade in morphia and cocaine has ceased except for local medicinal purposes. Compounds of Opium to the extent of 1,333 lbs. were exported to Java for the use of the Opium Regie.

10. Three seizures of morphia and eight seizures of cocaine were made during the year. Six convictions were obtained: two for illegal possession of morphia and four for illegal possession of cocaine. 417 oz. of morphia and 4,240 oz. of cocaine were forfeited by the Magistrate to the Crown.

11. *Sugar.*—The imports of sugar show an increase of 72,485 tons or 28%. Particulars will be found in Table IX.

12. *Preventive Force.*—Further powers were conferred on Revenue Officers by Ordinance No. 31 of 1912 enabling them to make arrests in certain cases not connected with the Liquors Ordinance. Good work was done by the Force during the year and in addition to the cases mentioned above a considerable number of convictions were obtained through the medium of revenue officers for attempts to smuggle prepared opium out of the Colony and also for offences against the Gambling Ordinance, the Arms and Ammunition Ordinance and the Post Office Ordinance.

R. O. HUTCHISON,
Superintendent,
Imports and Exports Office.

28th February, 1913.

Table I.

Class of Liquor.	Remaining in Bond on the 31st Dec., 1912.							Total in Bond.	
	Balance in Bond on 31st December, 1911.	Arrivals.	Exported & ex Ship to Ship or ex Bond.	Ship Store.	Consumed locally.	In Holt's General Bonded Warehouse.	In H.K. & K. Godown Co.'s General Bonded Warehouse.		In Licensed Warehouses.
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	
Ale, Beer and Stout,	196,176	614,791	275,122	60,186	307,222	5,138	9,040	154,259	168,437
Bitters,	219	598	293	34	261	...	80	199	229
Brandy,	7,217	33,585	23,761	1,679	5,335	226	756	9,045	10,027
California Wine, .....	...	2,510	2,510	...	...	...	...	...	...
Champaigne,	3,028	98,96	3,897	1,299	4,880	24	340	2,484	2,848
Claret,	6,898	24,167	12,229	3,446	8,906	34	2,442	4,008	6,484
Cider,	289	758	559	23	142	...	...	273	273
Gin,	5,582	28,475	16,992	6,252	5,034	20	118	5,641	5,779
Ginger Wine,	177	61	9	3	151	...	...	75	75
Liqueurs,	2,217	4,739	2,417	510	1,472	4	204	2,349	2,557
Malaga, .....	...	3	...	...	3	...	...	...	...
Madera,	123	390	28	173	137	...	...	175	175
Marsala,	229	437	90	62	205	...	...	309	309
Medicated Wine,	62	248	239	...	21	...	2	48	50
Muscatel, .....	...	26	...	...	26	...	...	...	...
Port,	4,399	14,184	8,141	1,206	4,847	32	268	4,089	4,389
Prune Wine,	30	...	...	...	19	...	...	11	11
Rum,	837	3,905	1,229	81	(1) 2,405	...	440	586	1,026

(1) Includes 340 gallons denatured for preserving Tobacco, and 23 gallons distilled locally.

Table I, — Continued.

Class of Liquor.	Balance in Bond on 31st December, 1911.	Arrivals.	Exported & ex Ship to Ship or ex Bond.	Ship Store.	Consumed locally.	Remaining in Bond on the 31st Dec., 1912.			
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	In Holt's General Bonded Warehouse.	In H.K. & K. Godown Co.'s General Bonded Warehouse.	In Licensed Warehouses.	Total in Bond.
Sake,	438	7,888	1,246	1,300	5,028	...	512	240	752
Sherry,	2,370	4,762	1,751	617	2,089	..	170	2,505	2,675
Sparkling Wine,	708	439	256	86	361	2	46	396	444
Spirits of Wine & Arrack,	19,526	262,352	180,125	...	(2) 72,306	...	28,816	631	29,447
Other Still Wine,	2,903	57,723	43,748	2,290	(3) 4,212	...	1,054	3,322	4,376
Tonic Wine,	14	18	3	...	23	...	...	6	6
Vermouth,	1,644	13,625	10,891	757	1,807	...	136	1,678	1,814
Vebrona,	14	76	...	...	63	...	...	27	27
Whisky,	18,209	51,770	20,033	10,044	22,343	4,846	790	11,923	17,559
Winearnis,	73	40	...	...	86	...	...	27	27
Wine (European), .....	...	37,536	37,536	...	...	...	...	...	...

(2) Includes 72,189 gallons denatured for burning, perfumery, &c.

(3) Includes 44 gallons denatured for preserving Tobacco.

(4) Re-exported immediately without examination.

Table II.

	Balance in Bond on 31st Dec., 1911.		Arrivals.		Consumed Locally.		Exported.		Denatured and used for Vinegar.		Remaining in Bond on the 31st December, 1912.			
	Bond.	Distilleries.	Imported.	Distilled Locally.	Imported.	Distilled Locally.	ex Bond or ex ship to Ship	Distilled Locally.	Imported.	Distilled Locally.	In Holt's General Bonded Warehouse.	In H.K. & K. Godown Co.'s General Bonded Warehouse.	In Licensed Warehouses.	In Distilleries.
Not more than 25% of alcohol by weight,	9,905	15,243	916,744	1,053,075	651,227	873,266	268,165	82,723	—	93,621	70	299	6,888	18,708
" 35% "	473	308	61,087	11,406	31,912	7,411	28,082	3,561	40	—	—	132	1,314	742
" 45% "	109,337	108	510,462	42,347	32,401	1,724	435,160	4,909	7,637	35,547	200	20,947	123,394	275
" 50% "	1,612	—	7,583	75	2,233	75	3,237	—	—	—	—	1,167	2,558	—
Above 50% "	—	—	2,421	15	1,461	15	—	—	—	—	—	—	960	—
Total,.....	121,327	15,659	1,498,247	1,106,918	719,234	882,491	734,644	91,193	7,737	129,168	270	22,515	135,141	*19,725

* Not including New Territories.

Table III, — Continued.

Return of Distilleries during the year 1912.

	Output.	Consumed Locally.	Sold into Bond.	Exported.	Denatured with salt for preserving bean-curd.	Denatured with turpen- tine for veterinary purpose.	Used for Vinegar.	Stock on the 31st Dec., 1912.
Manufactured in New Terri- tories for local consumption.	193,560	193,560	—	—	—	—	—	—
" " "	—	—	—	—	—	—	—	—
" " "	—	—	—	—	—	—	—	—
Total,.....	193,560	193,560	—	—	—	—	—	*
Hongkong and New Kowloon	754,378	496,855	27,656	80,824	35,543	4	93,621	19,875
Manufactured in New Terri- tories for consumption in Hongkong.	206,443	192,099	3,955	10,361	—	—	—	—
Manufactured in New Terri- tories for local consumption.	193,560	193,660	—	—	—	—	—	—
Grand Total,.....	1,154,561	822,514	31,611	91,193	35,543	4	93,621	19,875

* No figures are available.

Table IV.

Varieties of Opium Imported.

	MALWA.	PATNA.	BENARES.	PERSIAN.	TURKISH.	CHINESE.	TOTAL.
	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>
1911,	4,480½	9,779	5,221	1,804	2	...	21,286½
1912,	4,097	5,350	2,266	648¼	...	...	12,361¼
Increase, .....	...	...	...	...	...	...	...
Decrease,	383½	4,429	2,955	1,155¾	2	...	8,925¼

Varieties of Opium Exported.

	MALWA.	PATNA.	BENARES.	PERSIAN.	TURKISH.	CHINESE.	TOTAL.
	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>	<i>chests.</i>
1911,	2,597¼	9,906	5,273	2,282½	2	...	20,061
1912,	4,620½	4,215	1,978	1,452¾	...	...	13,266¼
Increase,	3,023	...	...	...	...	...	3,023
Decrease, .....	...	5,691	3,295	829¾	2	...	9,817¼

Through Cargo reported in Manifests but not landed { 1911,, 8,758½ chests.
 { 1912,, 11,912½ " }