

4. That in the event of any Civil Servant being arrested, or being adjudicated a bankrupt, or entering into a composition with his creditors under the Bankruptcy Act, he will, on the fact being known, be suspended from duty and salary, and will not be reinstated unless, after examination of the facts and of the schedule prepared by the Court, it shall appear that his difficulties have been occasioned by unavoidable misfortune, and not by extravagance or culpable improvidence, or unless the case shall be characterized by previous circumstances of extenuation.

5. That any person who shall not immediately, on his being arrested, or proceedings being taken with a view to bankruptcy, inform the Head of his Department of the fact, shall, upon its becoming known, be removed from the Service without any expectation of being reinstated.

No. 31.

GOVERNMENT NOTIFICATION.

The following Report of the Harbor Master, with Returns annexed for the Year 1868, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th March, 1869.

No. 18.

HARBOR MASTER'S DEPARTMENT,
VICTORIA, HONGKONG, 25th February, 1869.

SIR,

1. I have the honor to enclose the undermentioned Annual Returns of the Shipping and other matters connected with the Marine Department of this Colony, for the year 1868.

- I. Number, Tonnage and Crews of Vessels *entered*.
- II. Number, Tonnage and Crews of Vessels *cleared*.
- III. Number, Tonnage and Crews of Vessels of each Nation *entered*.
- IV. Number, Tonnage and Crews of Vessels of each Nation *cleared*.
- V. Total Number, Tonnage and Crews of Vessels *entered* at each Port.
- VI. Total Number, Tonnage and Crews of Vessels *cleared* at each Port.
- VII. Return of Junks *entered* at each Port from Macao.
- VIII. Return of Junks *cleared* at each Port for Macao.
- IX. Return of Junks *entered* at each Port from Coast of China and Formosa.
- X. Return of Junks *cleared* at each Port for Coast of China and Formosa.
- XI. Gross Total Number of Junks *entered* at each Port.
- XII. Gross Total Number of Junks *cleared* at each Port.
- XIII. Return of Junks (Local Trade) *entered*.
- XIV. Return of Junks (Local Trade) *cleared*.
- XV. Summary of Arrivals and Departures of all Vessels, and of all Chinese Passengers.
- XVI. Return of Vessels Registered.
- XVII. Return of Vessels Registered and Struck off.
- XVIII. Return of Emigrant Ships cleared by the Emigration Officer.
- XIX. Return of Vessels bringing Chinese Passengers to Hongkong from places out of China.
- XX. Amount of Fees received under Ordinance No. 10 of 1860.
- XXI. Return of Marine Cases tried.

SHIPPING.

2. The Returns for the year under this head will enable the Government to arrive at a better conclusion as to the increase or decrease of the trade of Hongkong than has hitherto been the case. The Registry of trade in European bottoms is still kept separated from that in Chinese craft, each being under different legislation. But in the ordinary Board of Trade Returns, Nos. I. to VI. inclusive, the native trade is exhibited under the common term "Foreign."

3. In former Reports Macao has been included under "Coast of China and Formosa." In the present instance I have treated it as an independent Colony and under this head it will appear for the future. This trade is of course, with the exception of the daily steamer, wholly in junks. Occasional vessels enter and clear in connection with Macao, but they either come here to load for Ports to the North, or to refit prior to making their voyages from Macao with Coolies.

4. In British Shipping there is exhibited a decrease on the year 1867 of Arrivals of 117 vessels with cargoes and 11 in ballast having a gross tonnage of 130,133 tons. This is of course composed of vessels of various dimensions. Of the smaller class, the Hongkong and Canton Steam Boat Company pay a large sum annually to Mr. Kwok Acheong as an inducement to withdraw his vessels from the Canton River. This enterprising Chinese ran his steamers nightly (Sundays not excepted.) He naturally received large support from his countrymen, and his carrying capacity, whether for passengers or cargoes, was generally fully engaged. The withdrawal of these boats accounts for a portion of the reduction alluded to. Of the larger ships, those trading between British India and Hongkong form the principal. In this trade alone there is a loss of 17 vessels and 29,176 tons, shewing that the competition, at one time in action against the Peninsular and Oriental Company, the Messageries Imperiales and the steamers owned by Messrs. Jardine, Matheson and Company, could not be successfully sustained.

5. The Foreign Arrivals shew a large excess, but is entirely due to the increased activity of the junk trade (treated separately), the foreign trade having diminished by 215 vessels and 73,576 tons.

6. The Grand Total of all Foreign and Native Arrivals shews itself in a singular manner. There is an increase of 4,267 vessels, but a decrease of 60,713 tons, caused by the addition of a large number of native junks visiting the Colony and the subtraction of European vessels of larger tonnage.

7. It is evident from these comparisons that, although there is an increase of 29 British ships and 17,477 tons of cargoes from Great Britain, trade under the British flag would appear on the whole to have diminished.

8. There is a point worthy of consideration and which so long as Hongkong remains a Free Port will always obtain, that is, the inability of this Department, as at present constituted, to arrive at the quantity, quality and value of Imports and Exports. An increase to the Harbor staff would enable me to collect this information, but as such a course would materially interfere with the now absolute freedom of the trade of the Colony, I hesitate to suggest the adoption of any measures tending to such a result. But in consequence of this want, the Government can never be in a position to know the actual trade of the place, for vessels arriving, although only partially laden, are entered as "with cargoes" in contradistinction to those in ballast only.

JUNK TRADE.

9. In my last Report I was enabled to point out the probable success of the addition of the "Harbor and Coasts Ordinance" to the laws of the Colony. In the year under review it is convincingly shewn that what in 1867 was but an interesting experiment is now a great reality.

10. The increase of Arrivals in 1868 on 1867 amounts to 4,670 vessels and 142,996 tons. This is a result which the warmest supporters of the novel measure could scarcely have anticipated. I always felt that Chinese traders would soon perceive the real object and bent of examining and registering all native craft visiting the Port and that directly they saw it clearly, all ill grounded fears would vanish and they would carry on their business with greater confidence than ever.

11. During the year the Government has reduced the fees collected from junks. Firstly, by classifying all trading and fishing vessels, and secondly, by reducing the fees on Anchorage Passes to one half their previous amount. This measure which is attended by serious loss to the Revenue, has had a good effect on the trading and fishing population.

12. In my Report of the 1st September last, on the Junk Trade, I remarked on the decrease of the local or home trade of the Colony, that is, in vessels plying between the outstations and villages of Kowloon and Victoria. The same decrease is now perceptible, but there are so many means of transport in small sampans, of which this Department can take no account, that the diminution is more apparent than real.

13. During the last year the Chinese Government established Customs' Stations in the near vicinity of the Colony, the existence of which, it was thought, would tend to check the native trade of this place, but this does not as yet appear to be the case. Occasional complaints have been made that vessels were improperly boarded and their owners subjected to illegal exactions, but it is most likely, that these robberies were committed by persons who, under pretence of being Revenue Officers, took the opportunity of levying squeezes on junks as they passed from the protection of Colonial waters to their destination.

14. In May last an Ordinance (No. 2 of 1868) was passed enabling His Excellency in Council to frame orders for the gradual disarming of all native vessels. A commencement was made on the fishing craft which had been represented to this Government as being the fruitful source of Piracy. Stinkpots being weapons more of offence, than of defence, no vessel was to be permitted to carry them. Through the medium of this Department the provisions of the Ordinance were being stringently adhered to, and fishing vessels were deprived of their arms, but it was soon observed that many of the more important of those vessels deserted the Colony and on the matter being enquired into, it was found that this Government alone was acting up to the spirit and intention of the understanding come to on this subject with the Canton Authorities. The Order in Council was consequently repealed and the fishing trade has again resumed its former briskness.

15. The work of this branch of the Department has materially increased during the year, there having been 40,122 documents issued in 1868 as against 36,713 documents issued in 1867.

16. It is satisfactory to notice the decrease of Piracy. A North German barque was attacked near Hoi Nam and 14 attacks on junks have also been reported during the year as against 29 reported in 1867.

17. The schooner *Victoria* and the launch *Blanche* will, when completed, greatly augment the efficiency of this Department. The junk has been useful and in her much valuable service has been rendered, but from her inferior sailing qualities, the uncertainty as to the time of reaching the place of destination and eventual return to the harbor is so great that the outstations have not been visited as frequently as they should be. It is essential to the proper performance of the Police duties of the Colony that such vessels as those in progress should be at all times, if not actually cruising, at least ready for the performance of any duties which may devolve on them. At present the Government is compelled, even in most trivial instances, to call on the Navy for assistance and although this is always most willingly accorded, it must occasionally happen that there is not a Gunboat available for the service required.

18. The Colony will henceforth be freed from this disadvantage and will be able to act at all times in its jurisdiction whenever circumstances shall render it necessary.

EMIGRATION.

19. 4,431 more Chinese have left Hongkong during the year under review than appeared to have left in 1867. This is partially caused by a large number of laborers being required for the construction of railways in the United States, and also from the check which has been placed on vessels hence to Bangkok. These vessels do not now carry Chinese indiscriminately, but clear in the usual way. Formerly they cleared with 20 passengers and afterwards took in others when beyond the harbor limits.

20. But one vessel carrying 252 hired emigrants to Surinam was dispatched during the year. This was owing to the cheapness of rice, &c. The planters in Dutch Guiana are extremely desirous to obtain this class of labor and spare no pains or money to encourage Chinese to embrace their offers. A free passage back at the end of their five years' service is now offered or should the emigrant desire to remain, he receives a bonus of \$60 and a piece of ground.

21. It has been prominently brought to the notice of this Government by the Government of Victoria that the *Dayspring*, an English vessel of 393 tons which left here for Melbourne in May last with 99 Chinese passengers, had arrived at the latter place having disease of a scorbutic nature on board, from which a number of the passengers had died. This vessel left here after the usual examination of the ship, provisions, and medical comforts which such vessels invariably undergo, by a Government Marine Surveyor, Medical Inspector of Emigrants and myself. In addition to her passengers she had a cargo consisting almost entirely of edibles. She appears to have been 22 days longer on the passage than is calculated for at that time of the year and consequently provisions and water ran short. But the Master had access to the hold where he might have obtained the former and for the latter he could have replenished at any island that he neared, but he appears to have shewn himself most reckless as to the requirements of his passengers and proceeded on his voyage despite the advice of a European passenger who was on board. Want of proper food, which appears to have deteriorated from the length of the voyage, the deficiency of water, undue attention to cleanliness and the absence of healthy exercise, all conduced to nurture the disease. The Authorities at Melbourne dealt with the Master for a breach of the Chinese Passengers' Act.

22. An Italian vessel has lately arrived at this Port from Havana on board which a disease of a similar character manifested itself, but attended with much more serious consequences. The Consul held a lengthy investigation into the case, when it was shewn that no blame attached itself to the Master, Officers, or Crew.

REGISTRY OF SHIPPING.

23. Twenty-two vessels have been registered during the year and twenty-five have, for various reasons, been struck off.

SEAMEN.

24. 7,032 seamen have been shipped, and 6,942 have been discharged, which is a decrease of 1,085 in the former and 593 in the latter instance. This is the result of the general decrease of European vessels during the year.

MARINE MAGISTRATES' COURT.

25. There have been 43 fewer cases brought before me in 1868 than appeared in 1867, but this is also due to the lesser number of vessels coming here. None of the charges were of an important nature.

EXAMINATION,—Ordinance No. 17 of 1860.

26. Of the 31 applicants for examination for Masters and Mates in the mercantile marine, 6 were rejected. This Board is of much value. Before its existence, from a want of some method to test the qualifications of Officers in the mercantile marine, Masters and Mates were placed on ships' registers and agreements indiscriminately.

MARINE COURT,—Ordinance No. 11 of 1860.

27. One only of these Courts has been held during the year, to inquire into the circumstances attending the loss of the British Ship *Tricolor* on the Pratas Shoal on the 7th of June last.

GUNPOWDER STORAGE,—Ordinance No. 4 of 1867.

28. Under the provisions of this Ordinance, 28,111 packages containing about 313 tons of Gunpowder have been stored, and 24,008 packages containing 267 tons have been delivered. The present hulk is not of sufficient capacity to contain the whole number of packages at present stored. Stone Cutters' Island Gaol has, therefore, been freely made use of for this purpose, a guard of Sikhs being stationed there to keep watch.

I have the honor to be,

Sir,

Your most obedient servant,

H. G. THOMSETT, R.N.,
Harbor Master, &c.

To the Honorable J. GARDINER AUSTIN,
Colonial Secretary.

I.—NUMBER, TONNAGE, and CREWS of Vessels ENTERED at Ports in the Colony of Hongkong from each Country, in the Year 1868.

COUNTRIES WHENCE ARRIVED.	BRITISH.						FOREIGN.						TOTAL.												
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			TOTAL.						
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.				
Great Britain,	96	65,563	2,166	1	109	9	97	63,672	2,175	658	37	21,166	658	133	86,729	2,824	109	9	134	86,898	2,833				
Continent of Europe,	4	3,039	93	1	111	18	5	3,150	113	518	33	13,785	518	37	16,824	612	1	18	38	16,959	631				
United States of America,	8	2,015	59	...	...	...	3	2,015	59	185	54	56,181	1,925	37	58,196	1,994	4	1,980	41	60,176	1,984	
India and Singapore,	113	88,210	7,545	113	88,210	7,545	3,273	40	34,024	3,293	153	122,754	10,818	1	80	20	154	122,834	10,838			
Australia and New Zealand,	42	17,383	641	...	...	...	42	17,383	641	573	38	15,175	573	80	32,558	1,216	...	...	80	32,558	1,216
South America,	1	326	11	...	...	...	1	326	11	146	6	4,424	146	7	4,730	157	...	...	7	4,730	157
Java and other Islands in the Indian Archipelago,	5	1,489	89	...	...	...	5	1,489	89	16	1	575	16	6	2,064	103	...	...	6	2,064	103
Philippine Islands,	9	4,490	171	...	...	...	9	4,490	171	16	1	575	16	6	2,064	103	...	...	6	2,064	103
Siam,	31	13,961	507	...	...	...	31	13,961	507	18	41	12,986	699	49	16,881	832	...	...	49	16,881	832
Japan,	9	3,789	303	...	...	...	9	3,789	303	284	86	35,811	2,284	117	49,772	2,791	...	...	117	49,772	2,791
South Pacific,	1	304	32	...	...	...	1	304	32	231	25	13,004	610	21	12,149	712	...	...	21	12,149	712
West Indies,			
Macao,	314	59,480	11,900	...	...	...	314	59,480	11,900	73	3	553	28	3	1,457	58	...	...	3	1,457	58
Coast of China and Formosa,	609	317,162	23,962	...	...	...	609	317,162	23,962	3,638	1,604	226,533	36,273	1,640	261,173	43,835	...	...	1,604	261,173	43,835
TOTAL,	1,237	577,811	51,781	90	43,734	2,039	1,327	621,545	53,820	20,329	5,844	261,185	50,997	26,173	1,880,270	343,699	21,566	2,196,896	335,438	5,934	804,919	62,036	27,500	2,501,815	397,519

H. G. THOMSETT, R.N.,
Harbor Master, &c.

II.—NUMBER, TONNAGE, and CREWS of Vessels CLEARED at Ports in the Colony of Hongkong to each Country, in the Year 1868.

COUNTRIES TO WHICH DEPARTED.	BRITISH.						FOREIGN.						TOTAL.									
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			TOTAL.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
Great Britain,	10	10,885	371	...	...	...	10	10,885	371	26	691	26	691	12	11,576	397	...	...	12	11,576	397
Continent of Europe,	2	698	24	...	...	...	2	698	24	4	1,180	51	1,180	6	1,878	75	...	...	6	1,878	75
United States of America,	10	6,799	191	...	...	...	10	6,799	191	33	53,635	1,905	53,635	43	60,434	2,006	...	...	43	60,434	2,006
India and Singapore,	83	71,944	6,526	...	...	...	83	71,944	6,526	29	24,498	2,573	24,498	112	96,442	9,099	...	...	112	96,442	9,099
Australia and New Zealand,	14	6,335	242	...	...	...	14	6,335	242	2	1,223	82	1,223	16	7,558	274	...	...	16	7,558	274
South America, .....	...	...	...	...	...	...	...	...	...	9	3,630	129	3,630	9	3,630	129	...	...	9	3,630	129
Java and other Islands in the Indian Archipelago,	1	284	20	...	...	...	1	284	20	...	...	...	...	...	...	...	...	...	...	...	...
Philippine Islands,	3	2,346	69	...	...	...	3	2,346	69	...	...	...	...	...	...	...	...	...	...	...	...
Siam,	2	2,145	44	...	...	...	2	2,145	44	38	10,171	326	10,171	2	2,145	44	...	...	2	2,145	44
Japan,	1	388	13	...	...	...	1	388	13	87	37,653	1,346	37,653	20	19,317	615	...	...	20	19,317	615
Amoor River,	29	12,910	627	...	...	...	29	12,910	627	87	40,349	2,732	40,349	68	27,138	1,188	...	...	68	27,138	1,188
Macao,	314	59,452	11,222	...	...	...	314	59,452	11,222	3	833	57	833	1815	276,498	46,298	...	...	1815	276,498	46,298
Coast of China and Formosa,	578	298,970	28,616	...	...	...	578	298,970	28,616	18,999	1,214,932	247,251	1,214,932	19,577	1,513,762	275,357	...	...	19,577	1,513,762	275,357
TOTAL,	1,044	470,640	47,883	273	140,247	5,429	1,317	610,887	53,312	20,677	1,550,338	289,166	1,550,338	21,721	2,021,633	337,049	5,369	452,234	55,841	27,490	2,473,867	392,890

H. G. THOMSETT, R.N.,
Harbor Master, &c.

III.—NUMBER, TONNAGE, and CREWS of Vessels of each Nation ENTERED at Ports in the Colony of Hongkong, in the Year 1868.

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	1,237	577,811	51,781	90	43,734	2,039	1,327	621,545	53,820
American,	98	98,489	4,211	21	13,337	492	119	111,826	4,703
French,	67	57,401	4,660	8	3,597	131	75	60,998	4,791
North German,	163	56,412	2,541	27	7,971	357	190	64,383	2,898
Prussian,	32	11,405	512	..	..	..	32	11,405	512
Dutch,	23	10,730	398	3	941	51	26	11,671	449
Danish,	15	3,882	187	1	304	12	16	4,186	199
Norwegian,	15	3,293	166	1	258	14	16	3,551	180
Swedish,	1	789	20	1	500	16	2	1,289	36
Bremen,	17	4,543	212	1	572	18	18	5,115	230
Hamburg,	30	10,356	408	3	532	30	33	10,888	438
Russian,	7	3,384	164	3	1,848	96	10	5,232	260
Austrian,	3	1,316	47	..	..	..	3	1,316	47
Spanish,	35	10,363	579	4	2,115	122	39	12,478	701
Portuguese,	3	1,794	60	1	1,400	28	4	3,194	88
Italian,	2	820	33	3	1,710	54	5	2,530	87
San Salvador,	4	3,604	113	4	3,101	101	8	6,705	214
Hawaiian,	6	960	57	..	..	..	6	960	57
Siamese,	102	45,469	3,419	1	395	52	103	45,864	3,471
Annamese,	1	165	100	1	165	100	2	330	200
Japanese,	2	646	48	..	..	..	2	646	48
Tahitian,	6	4,830	265	..	..	..	6	4,830	265
Chinese,	1	175	18	..	..	..	1	175	18
Chinese Junks,	19,696	1,288,259	265,484	5,761	222,439	58,323	25,457	1,510,698	323,807
TOTAL,	21,566	2,196,896	335,483	5,934	304,919	62,036	27,500	2,501,815	397,519

H. G. THOMSETT, R.N.,
Harbor Master, &c.

IV.—NUMBER, TONNAGE, and CREWS of Vessels of each Nation CLEARED at Ports in the Colony of Hongkong, in the Year 1868.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	1,044	470,640	47,883	273	140,247	5,429	1,317	610,887	53,312
American,	74	78,736	3,674	53	38,728	1,052	127	117,464	4,726
French,	46	44,967	3,875	30	11,892	356	76	56,859	4,231
North German,	115	40,010	1,779	76	24,326	917	191	64,336	2,696
Prussian,	21	7,475	374	13	3,897	154	34	11,372	528
Dutch,	8	3,081	111	18	8,350	313	26	11,431	424
Danish,	9	2,485	107	7	1,782	79	16	4,267	186
Norwegian,	9	1,658	85	10	3,154	120	19	4,812	205
Swedish, .....	..	..	..	3	1,590	51	3	1,590	51
Bremen,	9	2,399	104	10	3,197	124	19	5,596	228
Hamburg,	9	3,274	128	25	8,531	335	34	11,805	463
Oldenburg,	1	241	9	..	..	..	1	241	9
Russian,	5	2,567	135	9	5,688	243	14	8,255	378
Austrian,	1	433	16	2	883	32	3	1,316	48
Spanish,	30	8,639	539	11	3,922	231	41	12,561	770
Portuguese,	1	352	19	1	352	16	2	704	35
Italian,	4	1,919	74	2	1,454	32	6	3,373	106
Tahitian,	5	4,025	205	1	805	41	6	4,830	246
San Salvador,	1	800	33	5	4,201	94	6	5,001	127
Japanese,	1	323	24	1	323	24	2	646	48
Hawaiian,	7	1,110	63	..	..	..	7	1,110	63
Siamese,	60	24,450	2,432	40	19,946	1,688	100	44,396	4,120
Annamese, .....	..	..	..	2	330	200	2	330	200
Chinese Junks,	20,261	1,322,049	275,380	4,777	168,656	44,310	25,038	1,490,705	319,690
TOTAL,	21,721	2,021,633	337,049	5,369	452,254	55,841	27,090	2,473,887	392,890

H. G. THOMSETT, R.N.,
Harbor Master, &c.

V.—TOTAL NUMBER, TONNAGE, AND CREWS OF VESSELS ENTERED AT EACH PORT IN THE COLONY OF HONGKONG, IN THE YEAR 1868.

NAMES OF PORTS.	BRITISH.						FOREIGN.						TOTAL.														
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			TOTAL.								
	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.						
Victoria,	1,237	577,811	51,781	90	43,734	2,039	1,327	621,545	53,820	19,848	1,588,696	278,150	5,485	248,469	57,000	25,333	1,847,163	335,150	21,085	2,176,507	329,931	5,575	292,203	59,039	26,660	2,468,710	388,970
Stanley, .....	...	...	...	...	...	...	...	...	...	83	3,340	931	281	890	281	190	4,230	89	83	3,340	931	37	890	281	120	4,230	1,212
Showkewan, .....	...	...	...	...	...	...	...	...	...	242	10,861	2,617	251	10,182	2,046	493	21,043	4,663	242	10,861	2,617	251	10,182	2,046	493	21,043	4,663
Aberdeen, .....	...	...	...	...	...	...	...	...	...	156	6,188	2,004	71	1,644	670	227	7,832	2,674	156	6,188	2,004	71	1,644	670	227	7,832	2,674
Total,	1,237	577,811	51,781	90	43,734	2,039	1,327	621,545	53,820	20,329	1,619,085	283,702	5,844	261,185	59,997	26,173	1,880,270	343,699	21,566	2,196,896	335,483	5,984	304,919	62,036	27,500	2,501,815	397,519

H. G. THOMSETT, R.N.,
Harbor Master, &c.

VI.—TOTAL NUMBER, TONNAGE, AND CREWS OF VESSELS CLEARED AT EACH PORT IN THE COLONY OF HONGKONG, IN THE YEAR 1868.

NAMES OF PORTS.	BRITISH.						FOREIGN.						TOTAL.														
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			TOTAL.								
	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.						
Victoria,	1,044	470,640	47,883	273	140,247	5,429	1,317	610,887	53,312	20,160	1,528,187	283,660	4,824	303,089	47,832	24,984	1,831,276	331,492	21,204	1,898,827	331,543	5,097	443,336	53,261	26,301	2,442,163	384,804
Stanley, .....	...	...	...	...	...	...	...	...	...	85	3,363	953	26	896	243	111	4,259	85	85	3,363	953	26	896	243	111	4,259	1,196
Showkewan, .....	...	...	...	...	...	...	...	...	...	325	15,516	3,222	150	5,338	1,299	475	20,854	4,521	325	15,516	3,222	150	5,338	1,299	475	20,854	4,521
Aberdeen, .....	...	...	...	...	...	...	...	...	...	107	3,927	1,331	96	2,084	1,038	203	6,611	2,369	107	3,927	1,331	96	2,084	1,038	203	6,611	2,369
Total,	1,044	470,640	47,883	273	140,247	5,429	1,317	610,887	53,312	20,677	1,550,993	289,166	5,096	312,007	50,412	25,773	1,863,000	339,578	21,721	2,021,633	337,049	5,369	452,254	55,841	27,090	2,473,887	392,890

H. G. THOMSETT, R.N.,
Harbor Master, &c.

VII.—Total Number, Tonnage, Crews, and Passengers of Junks ENTERED from Macao at each Port in the Colony of Hongkong, during the Year 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
	1,324	201,648	32,608	15,428	268	21,201	3,483	99	1,592	222,849	36,091	15,527
Total,	1,324	201,648	32,608	15,428	268	21,201	3,483	99	1,592	222,849	36,091	15,527

H. G. THOMSETT, R.N.,
Harbor Master, &c.

VIII.—Total Number, Tonnage, Crews, and Passengers CLEARED for Macao at each Port in the Colony of Hongkong, during the Year 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
	1,500	216,346	35,060	16,871	52	4,620	703	33	1,552	220,966	35,763	16,904
Total,	1,500	216,346	35,060	16,871	52	4,620	703	33	1,552	220,966	35,763	16,904

H. G. THOMSETT, R.N.,
Harbor Master, &c.

IX.—Total Number, Tonnage, Crews, and Passengers of Junks ENTERED at each Port in the Colony of Hongkong from Coast of China and Formosa, during the Year ending 31st December, 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
Victoria,	17,891	1,066,222	227,324	122,181	5,134	188,522	51,843	8,694	23,025	1,254,744	279,167	130,875
Stanley,	83	3,340	931	32	37	890	281	16	120	4,230	1,212	48
Aberdeen,	156	6,188	2,004	70	71	1,644	670	233	227	7,832	2,674	303
Showkewan,	242	10,861	2,617	518	251	10,182	2,046	313	493	21,043	4,653	831
Total,	18,372	1,086,611	232,876	122,801	5,493	201,238	54,840	9,256	23,865	1,287,849	287,716	132,057

H. G. THOMSETT, R.N.,
Harbor Master, &c.

X.—Total Number, Tonnage, Crews, and Passengers of Junks CLEARED at each Port in the Colony of Hongkong for Coast of China and Formosa, during the Year ending 31st December, 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
Victoria,	18,244	1,082,897	234,814	126,485	4,453	155,118	41,027	6,146	22,697	1,238,015	275,841	132,631
Stanley,	85	3,353	953	37	26	896	243	8	111	4,259	1,196	45
Aberdeen,	107	3,927	1,331	299	96	2,684	1,038	152	203	6,611	2,369	451
Showkewan,	325	15,516	3,222	512	150	5,338	1,299	146	475	20,854	4,521	658
Total,	18,761	1,105,703	240,320	127,333	4,725	164,036	43,607	6,452	23,486	1,269,739	283,927	133,785

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XI.—Gross Total Number, Tonnage, Crews, and Passengers of Junks ENTERED at each Port in the Colony of Hongkong (exclusive of Local Trade), during the Year ending 31st December, 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
Victoria,	19,215	1,267,870	259,932	137,609	5,402	209,723	55,326	8,793	24,617	1,477,593	315,258	146,402
Stanley,	83	3,340	931	32	37	890	281	16	120	4,230	1,212	48
Aberdeen,	156	6,188	2,004	70	71	1,644	670	233	227	7,832	2,674	303
Showkewan,	242	10,861	2,617	518	251	10,182	2,046	313	493	21,043	4,663	831
Total,	19,696	1,288,259	265,484	138,229	5,761	222,439	58,323	9,355	25,457	1,510,698	323,807	147,584

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XII.—Gross Total Number, Tonnage, Crews, and Passengers of Junks CLEARED at each Port in the Colony of Hongkong (exclusive of Local Trade), during the Year ending 31st December, 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
Victoria,	19,744	1,299,243	269,874	143,356	4,595	159,738	41,730	6,179	24,249	1,458,981	311,604	149,535
Stanley,	85	3,363	953	37	23	896	243	8	111	4,259	1,196	45
Aberdeen,	107	3,927	1,331	299	96	2,684	1,038	152	203	6,611	2,369	451
Showkewan,	225	15,516	3,222	512	150	5,338	1,299	146	475	20,854	4,521	658
Total,	20,261	1,322,049	275,380	144,204	4,777	168,656	44,310	6,485	25,038	1,490,705	319,690	150,689

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XIII.—Return of Junks (Local Trade) ENTERED at the Port of Victoria from the Outstations of the Island and the Villages in British Kowloong, during the Year 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
	5,945	182,149	60,786	36,173	357	9,520	3,031	3,348	6,302	191,669	63,817	39,521
Total,	5,945	182,149	60,786	36,173	357	9,520	3,031	3,348	6,302	191,669	63,817	39,521

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XIV.—Return of Junks (Local Trade) CLEARED from the Port of Victoria for the Outstations of the Island and the Villages in British Kowloong, during the Year 1868.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.	Vessels.	Tons.	Crews.	Passengers.
	3,426	77,198	30,190	33,016	2,901	115,466	33,896	2,142	6,327	192,664	64,086	40,158
Total,	3,426	77,198	30,190	33,016	2,901	115,466	33,896	2,142	6,327	192,664	64,086	40,158

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XV.—SUMMARY.

FOREIGN TRADE.	NO. OF VESSELS.	TONS.	CREWS.
British Vessels <i>entered</i> with Cargoes,	1,237	577,811	51,781
Do. do. in Ballast,	90	43,734	2,039
Total,	1,327	621,545	53,820
British Vessels <i>cleared</i> with Cargoes,	1,044	470,640	47,883
Do. do. in Ballast,	273	140,247	5,429
Total,	1,317	610,887	53,312
Total of all British Vessels <i>entered</i> and <i>cleared</i> ,	2,644	1,232,432	107,132
Foreign Vessels <i>entered</i> with Cargoes,	20,329	1,619,085	283,702
Do. do. in Ballast,	5,844	261,185	59,997
Total,	26,173	1,880,270	343,699
Foreign Vessels <i>cleared</i> with Cargoes,	20,677	1,550,993	289,166
Do. do. in Ballast,	5,096	312,007	50,412
Total,	25,773	1,863,000	339,578
Total of all Foreign Vessels <i>entered</i> and <i>cleared</i> ,	51,946	3,743,270	683,277
Total of all Vessels <i>entered</i> with Cargoes,	21,566	2,196,896	335,483
Do. do. in Ballast,	5,934	304,919	62,036
Total of all Vessels <i>entered</i> ,	27,500	2,501,815	397,519
Total of all Vessels <i>cleared</i> with Cargoes,	21,721	2,021,633	337,049
Do. do. in Ballast,	5,369	452,254	55,841
Total of all Vessels <i>cleared</i> ,	27,090	2,473,887	392,890
Total of all Vessels <i>entered</i> and <i>cleared</i> with Cargoes,	43,287	4,218,529	672,532
Do. do. do. in Ballast,	11,303	757,173	117,877
Total of all Vessels engaged in <i>Foreign Trade only</i> , <i>entered</i> and <i>cleared</i> ,	54,590	4,975,702	790,409
LOCAL TRADE.			
Total of Vessels <i>entered</i> ,	6,302	191,669	63,817
Do. <i>cleared</i> ,	6,327	192,664	64,086
Total of all Vessels engaged in <i>Local Trade only</i> , <i>entered</i> and <i>cleared</i> ,	12,629	384,333	127,903
Total of all Vessels engaged in <i>Foreign Trade only</i> , <i>entered</i> and <i>cleared</i> ,	54,590	4,975,702	790,409
Do. do. in <i>Local Trade only</i> , do.,	12,629	384,333	127,903
Grand Total of all Vessels <i>entered</i> and <i>cleared</i> ,	67,219	5,360,035	918,312

SUMMARY OF ALL CHINESE PASSENGERS.

NAMES OF PLACES.	NUMBERS.
From Ports other than in China or Japan,	10,752
Do. in China and Japan,	128,344
Do. Macao,	57,518
Do. Villages of the Colony,	39,521
Total Arrivals,	236,135
Left for Ports other than in China or Japan,	8,704
Do. in China or Japan,	125,376
Do. Macao,	52,701
Do. Villages of the Colony,	40,158
Total Departures,	226,939
Grand Total of Arrivals and Departures,	463,074

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XVI.—RETURN of VESSELS REGISTERED at the Port of Hongkong, for the Year ending 31st December, 1868.

NAMES.	RIG.	HORSE POWER.	REGISTER TONNAGE.	WHERE BUILT.	REMARKS.
Enterprise,	Schooner	..	114.90	Baltimore, U.S.	
Caledonia,	Schooner	100	124.21	Hongkong,	Sold to Foreigners.
Ada,	Schooner	..	398.00	Whitehaven.	
Carobel,	Barque	..	433.31	New Bedford, U.S.	
Water Lily,	Schooner	..	138.40	Ipswich,	Sold to Foreigners.
Neville,	Ship	..	715.41	Arbroath.	
Leen Fa,	Barque	..	286.73	Sorrente, Sicily.	
Yesso,	Brigantine	300	559.87	New York,	Registry anew.
Express,	Barque	180	290.55	Glasgow.	
Anne Porter,	Brig	..	238.87	Workington,	Registry anew.
Dom Pedro II,	Barque	..	224.86	Boston, U.S.	
Sultan,	Barque	..	519.73	New York.	
Fokelin,	Schooner	40	41.02	Northumberland,	Registry anew.
Competitor,	Ship	..	733.88	Boston, U.S.	
Emperor,	Sloop	90	106.23	Unknown,	Sold to Foreigners.
Kowloon,	Ship	..	875.44	Spain.	
Annetta,	Barque	..	386.69	Malta,	Wrecked.
Mogi,	Brig	..	233.46	Nantes.	
Glenlee,	Ship	..	635.17	Mystic, U.S.,	Sold to Foreigners.
Serpent,	Barque	..	258.87	Quebec.	
City of Niagara,	Schooner	..	125.14	Siam.	
Ellen,	Ship	..	631.00	New York.	
TOTAL,		710	8,061.74		

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XVII.—RETURN of VESSELS REGISTERED and STRUCK OFF in the Port of Hongkong, during the Year 1868.

REGISTERED.				STRUCK OFF BY REASON OF								
Year.	No.	Horse Power.	Tons.	No. of Vessels.	Horse Power.	Wreck.	Broken up.	Sale to Foreigners.	Registered anew at this Port.	Transferred to other Ports.	Forfeited to H. M. Govt.	Remaining.
1868.	22	710	8,061.74	25	1,170	870.25	314.13	4,021.68	839.76	1,186.43	474.60	29,178.66

H. G. THOMSETT, R.N.,
Harbor Master, &c.

XVIII.—RETURN of EMIGRANT SHIPS cleared by the Emigration Officer, during the Year ending 31st December, 1868.

No.	DATE CLEARED.	SHIP'S NAME.	TONS.	OF WHAT PORT.	MASTER'S NAME.	WHITHER BOUND.	ADULTS.		CHILDREN.		REMARKS.
							M.	F.	M.	F.	
1	1868 January 20	Tweed	1745	London	Stuart	Singapore	93	53	8	12	
2	March 1	Tay Watt	654	Bangkok	Luis	Bangkok	226	...	...	...
3	" 18	Morning Star	540	Do.	Schutt	Do.	132	...	...	...
4	" 19	Chelsea	904	Melbourne	Lowe	San Francisco	380	...	22	...	
5	" 19	Parsee	558	Boston	Soule	Do.	225	...	34	...	
6	" 31	Ocean	579	Havre	Hugues	Sydney	55	...	...	...
7	April 3	Liguria	858	Italy	Fossa	San Francisco	396	...	42	...	
8	" 15	Cowper	1024	Boston	Sparrow	Do.	344	...	40	...	
9	" 30	Marie Therese	502	Bordeaux	Bonnefor	Surinam	249	3	...	...
10	May 7	Eliza	1378	Liverpool	Sedgley	San Francisco	472	...	42	...	
11	" 20	Day Spring	393	Sydney	Middleton	Melbourne	93	...	6	...	
12	" 21	Jeannie Alice	1027	Havre	Moutier	Portland, U. S.	429	...	20	...	
13	" 21	Atrevida	457	Sydney	Bissett	Melbourne	85	...	...	...
14	" 26	Reynard	1053	Boston	Emery	San Francisco	379	...	44	...	
15	June 6	John L. Dimmock	1047	Hongkong	Winehell	Do.	398	...	40	...	
16	" 8	Sarah March	524	Liverpool	Morton	Victoria, V. C. I.	248	...	11	...	
17	" 11	Paramatta	361	Sydney	Andrews	San Francisco	157	...	22	...	
18	" 20	Wm. Chandler	705	Liverpool	Brown	Do.	315	...	40	...	
19	" 20	Midnight	838	Boston	Brock	Do.	346	...	24	...	
20	July 4	Jenny Bertaux	597	Nova Scotia	Harrison	Do.	248	...	34	...	
21	October 15	China	3836	New York	Warsaw	Do.	322	35	...	...
22	" 30	Edward Marquard	301	Bangkok	Moller	Bangkok	122	8	...	...
23	Nov. 7	Advance	330	Do.	Tams	Do.	141	...	...	...
24	" 16	Great Republic	3856	New York	Doane	San Francisco	178	112	...	...
25	" 18	Maud Helen	569	Do.	Thomas	Melbourne	35	...	...	...
26	" 18	Verena	565	Bangkok	Edlessen	Bangkok	253	...	...	...
27	" 26	Moonlight	647	Do.	Jurgenson	Do.	172	...	...	...
28	" 28	Paragon	735	Do.	Wickers	Do.	200	...	...	...
29	Dec. 8	Enterprise	488	Do.	Kross	Do.	262	...	...	...
30	" 12	Cruizer	262	Do.	Hausmann	Do.	169	...	...	...
31	" 12	Castle	374	Do.	Nisted	Do.	137	...	...	...
32	" 16	Japan	4352	New York	Lane	San Francisco	208	261	...	...
33	" 31	Whitehall	936	London	Marsh	Bangkok	322	...	...	...
Total Tons,.....			32,905	Total Passengers,.....			7,791	472	429	12	

SUMMARY.

To San Francisco,.....	4,368	408	384	...
" Bangkok,.....	2,136	8	...	...
" Portland, U.S.,	429	...	20	...
" Sydney and Melbourne,.....	268	...	6	...
" Surinam,.....	249	3	...	...
" Victoria, Vancouver's Island,	248	...	11	...
" Singapore,	93	53	8	12
Total,.....	7,791	472	429	12

H. G. THOMSETT, R.N.,
Emigration Officer.

XIX.—RETURN of VESSELS bringing CHINESE PASSENGERS to the Port of Victoria, Hongkong, from Places out of China, during the Year ending 31st December, 1868.

No.	DATE ARRIVED.	SHIP'S NAME.	TONS.	COLOURS.	MASTER'S NAME.	WHERE FROM.	ADULTS.		CHILDREN.		REMARKS.
							M.	F.	M.	F.	
1	Jan. 6	Reiver	777	British	Bolton	Singapore	100	...	...	...
2	" 6	Alta Garcia	429	Spanish	Landa	Havana	43	...	...	...
3	" 6	Arratoon Apear	938	British	De Smidt	Singapore	50	...	...	...
4	" 14	Great Republic	3,856	American	Doane	San Francisco	1,200	...	...	...	A
5	" 15	Chelsea	904	British	Lowe	Honolulu	75	...	...	...
6	" 22	China	2,010	"	Steward	Singapore	35	...	...	...
7	" 22	Ajax	1,549	"	Kidd	"	110	...	...	...
8	Feb. 5	Gravina	246	Spanish	Perez	Manila	25	...	...	...
9	" 5	Hongkong	635	Siamese	Treilenburg	Bangkok	25	...	...	...
10	" 15	China	3,836	American	Lane	San Francisco	200	...	...	...	B
11	" 25	Alsen	550	North-German	Gronsch	Sydney	40	...	...	...
12	March 14	Arratoon Apear	938	British	De Smidt	Singapore	80	...	...	...
13	April 5	Agamemnon	1,550	"	Middleton	"	30	...	...	...
14	" 9	Mona	542	"	Morrison	"	56	...	...	...
15	" 16	New York	2,217	American	Fannleroy	San Francisco	200	...	...	...	C
16	" 28	Ziba	513	British	Bowes	Sydney	35	...	...	...
17	" 29	Tigre	1,700	French	Boillere	Saigon	48	...	...	...
18	May 1	Achilles	1,550	British	Russell	Singapore	150	...	...	...
19	" 7	Reiver	777	"	Bolton	"	120	...	...	...
20	" 14	Muggie	222	"	Bowman	"	24	...	...	...
21	" 18	Titaua	805	French	Clarke	Melbourne	518	...	...	...	D
22	" 19	China	3,836	American	Lane	San Francisco	117	...	...	...	E
23	" 23	Alphonse Nelie	533	French	Khipseh	Sydney	25	...	...	...
24	" 23	Castle	374	Siamese	Nisted	Bangkok	35	...	...	...
25	June 6	Lightning	316	British	Rodgers	Singapore	25	...	...	...
26	" 7	Clan Alpine	949	"	Hutchinson	"	250	...	...	...
27	" 7	Diomed	1,291	"	Compton	"	170	...	...	...
28	" 14	Alardus	719	North-German	Poff	Bangkok	42	...	...	...
29	" 14	Avonvale	307	British	Ogilvie	Singapore	77	...	...	...
30	" 18	Pantaloon	299	Dutch	Vendertoes	"	88	...	...	...
31	" 19	Seaman's Bride	314	Siamese	"	Bangkok	40	...	...	...
32	" 21	Saint Jean	365	British	Lloyd	Singapore	60	...	...	...
33	" 22	Paragon	725	Siamese	Wichars	Singapore	40	...	...	...
34	" 22	Annetta	386	British	Flaherty	Singapore	96	...	...	...
35	" 24	Resolution	816	Siamese	Garnier	Bangkok	80	...	...	...
36	" 24	Australia	162	British	MacArthur	Singapore	46	...	...	...
37	July 3	Tay Watt	654	Siamese	Meyer	Bangkok	52	...	...	...
38	" 3	Yang-Hai-An	447	American	Morrison	Singapore	54	...	...	...
39	" 4	Joseph Hambro	285	Danish	Moller	"	52	...	...	...
40	" 6	Colorado	3,717	American	Smith	San Francisco	250	...	...	...	F
41	" 6	Berwickshire	1,111	British	Rowin	Singapore	67	...	...	...
42	" 6	Reiver	777	"	Bolton	"	150	...	...	...
43	" 7	Kron Prinsen	789	Swedish	Bothen	Newcastle, N.S.W.	23	...	...	...
44	" 8	Tay Loong	470	Siamese	Vesey	Bangkok	25	...	...	...
45	" 15	Copernicus	950	British	Markwell	Singapore	45	...	...	...
46	" 20	Sophia	304	Siamese	Hinson	Bangkok	25	...	...	...
47	" 25	Race Horse	387	"	Kruse	"	26	...	...	...
48	" 26	Kim-Yung-Tai	329	"	Lowge	"	70	...	...	...
49	" 27	Imperatrice	1,800	French	Macaire	Saigon	104	...	...	...
50	" 29	Malacca	1,237	British	McNamara	Singapore	34	...	...	...
51	" 31	Glanear	433	French	Langasse	Saigon	87	...	...	...
52	Aug. 1	Resolute	460	Siamese	Euziere	Bangkok	143	...	...	...
53	" 1	Success	393	"	Ehrams	"	79	...	...	...
54	" 1	Kalahome	175	"	Bailey	Singapore	34	...	...	...
55	" 2	Swordfish	475	"	Moller	Bangkok	80	...	...	...
56	" 2	Glengyle	1,265	British	Hooper	Singapore	26	...	...	...
57	" 3	Lightning	316	"	Rodgers	"	30	...	...	...
58	" 4	Great Republic	3,856	American	Doane	San Francisco	158	...	...	...	G
59	" 9	Agathe Johanne	409	Bremen	Beihl	Saigon	27	...	...	...
60	" 10	Morning Star	440	Siamese	Shott	Bangkok	65	...	...	...
61	" 11	Caroline	666	North-German	Boyson	Saigon	46	...	...	...
62	" 12	Emeu	1,538	British	Barlow	Singapore	33	...	...	...
63	" 12	Dunver Family	368	"	Nissen	"	36	...	...	...
64	" 20	Burra Noorfal	360	Siamese	Young	Bangkok	50	...	...	...
65	" 26	Tigre	1,700	French	Boileau	Saigon	98	...	...	...
66	Sept. 1	Ajax	1,549	British	Kidd	Singapore	70	...	...	...
67	" 1	Kwang-Tung	491	"	Sheppard	"	70	...	...	...
68	" 8	Japan	4,352	American	Lane	San Francisco	261	...	...	...	H
69	" 8	China	2,010	British	Steward	Singapore	51	...	...	...
70	" 9	Arratoon Apear	938	"	De Smidt	"	58	...	...	...
71	" 16	H. Grenfell	460	"	Shiell	"	55	...	...	...
72	" 25	Columbine	618	"	"	"	45	...	...	...
73	" 28	Donnai	2,300	French	Bourdon	Saigon	176	...	...	...
74	Oct. 4	Glengyle	1,265	British	Hooper	Singapore	40	...	...	...
75	" 6	China	3,836	American	Warsaw	San Francisco	360	...	...	...	I
76	" 6	Joshua Bates	561	British	Deblin	Melbourne	318	...	...	...	K
77	" 8	Wester	1,414	"	Drenping	Singapore	90	...	...	...
78	" 19	Yung-Hai-An	447	American	Morrison	"	138	...	...	...
79	" 23	Emeu	1,532	British	Barlow	"	42	...	...	...
80	" 27	Hoogly	1,767	French	De Bovis	Saigon	80	...	...	...
81	" 31	Galatea	939	American	Cook	San Francisco	59	...	...	...
82	Nov. 1	Princess Somawaty	981	British	Bake	Singapore	50	...	...	...
83	" 6	Great Republic	3,856	American	Doane	San Francisco	675	...	...	...	L
84	" 6	Clan Alpine	942	British	Hutchinson	Singapore	80	...	...	...
85	" 15	Sakura	460	"	Beazley	"	55	...	...	...
86	" 16	Fung-Shuey	740	American	Thebaud	Manila	75	...	...	...
87	" 30	Imperatrice	1,800	French	Macaire	Saigon	151	...	...	...
88	Dec. 5	Zephir	490	Dutch	Oostman	Sydney	107	...	...	...
89	" 5	Glengyle	1,265	British	Hooper	Singapore	120	...	...	...
90	" 9	Japan	4,352	American	Lane	San Francisco	697	...	...	...	M
91	" 10	Fung-Shuey	740	"	Thebaud	Manila	150	...	...	...
92	" 15	Thales	774	British	Roskell	Singapore	35	...	...	...
93	" 17	Ada Eldridge	1,277	American	Baker	San Francisco	250	...	...	...
94	" 19	Sakura	625	British	Beazley	Singapore	70	...	...	...
TOTAL TONNAGE.....			106,720	TOTAL PASSENGERS.....			10,752	...	...	...

A	.....brought \$	782,910		
B	.....do. "	530,122		
C	.....do. "	274,854	oz. Gold	55,850
D	.....do. "			
E	.....do. "	350,651		
F	.....do. "	255,505		
G	.....do. "	118,004		
H	.....do. "	299,439		
I	.....do. "	372,773		
K	.....do. "		3,444	Sovereigns
L	.....do. "	392,513		18,435
M	.....do. "	585,232		
Total,.....\$		3,962,003	59,294	18,435

