

Appendix D.

REPORT OF THE HARBOUR MASTER FOR THE YEAR 1914.

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1.—Shipping.

1. The total of the Shipping entering and clearing at Ports in the Colony during the year 1914 amounted to 517,439 vessels of 36,756,951 tons, which, compared with the figures for 1913, shows an increase of 27,211 vessels, with a decrease of 986,031 net register tons.

Of the above, 51,214 vessels of 25,279,624 tons were engaged in Foreign Trade, as compared with 47,520 vessels of 25,821,652 tons in 1913, and were distributed as follows:—

	1913. Numbers.	1914. Numbers.	1913. Tonnage.	1914. Tonnage.
British Ocean-going ships,	8·8 %	8·3 %	32·7 %	33·0 %
Foreign Ocean-going ships,	9·9	8·2	36·0	33·9
British River Steamers, ...	14·0	13·0	15·8	15·9
Foreign River Steamers, ...	3·8	3·5	3·6	3·6
Steam-launches (under 60 tons),	9·5	13·4	0·7	1·0
Trading Junks,	54·0	53·6	11·2	12·6
	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>	<u>100·0</u>

N.B.—The movements of Fishing Junks are not included in the above figures.

2. Of vessels of European construction, 4,222 Ocean Steamers, 4 Sailing Ships, 4,213 River Steamers, and 3,403 Steam Launches entered during the year, giving a daily average entry of 32·4 ships, as compared with 29·9 in 1913, and 28·7 in 1912.

3. The average tonnage of individual Ocean Vessels entering the Port has increased from 2,577·5 tons to 2,612·1 tons. That of British Ships has decreased from 2,742 tons to 2,636·3 tons, while that of Foreign Ships has increased from 2,453·7 to 2,590·2 tons.

During the past 20 years, the average tonnage of Ocean-going Vessels has increased from 1,327·7 tons to 2,003 tons.

The average tonnage of River Steamers entering during the year has decreased from 598·6 tons to 582·1 tons. That of British River Steamers has decreased from 616·2 tons to 600·4 tons, and that of Foreign River Steamers has decreased from 533·2 tons to 513·5 tons.

4. A comparison between the years 1913 and 1914 is given in the following table :—

Class of Vessels.	1913.		1914.		Increase.		Decrease.	
	No.	Reg. Tonnage.	No.	Reg. Tonnage.	No.	Reg. Tonnage.	No.	Reg. Tonnage.
British Ocean-going,	4,210	8,449,533	4,265	8,321,602	55	...	...	127,841
Foreign Ocean-going,	4,679	9,272,635	4,199	8,592,222	...	...	480	680,413
British River Steamers,	6,624	4,078,635	6,643	3,990,712	19	...	...	87,923
Foreign River Steamers,	1,780	949,328	1,777	913,270	...	...	3	36,058
Steamships under 60 tons (Foreign Trade),	4,574	189,063	6,856	251,953	2,282	62,980	...	...
Junks, Foreign Trade,	25,653	2,882,518	27,474	3,209,745	1,821	327,227	...	...
Total, Foreign Trade,	47,520	25,821,652	51,214	25,279,624	4,177	390,207	483	932,235
Steam-launches plying in Waters of Colony,	416,438	10,720,604	438,174	10,279,456	21,736	...	...	441,148
Junks, Local Trade,	*26,270	*1,200,726	†28,051	†1,197,871	1,781	...	...	2,855
Grand Total. ..	490,228	37,742,982	517,439	36,756,951	27,694	390,207	483	1,376,238
Net,					27,211	...	...	986,031

* Including 9,922 Conservancy and Dust Boats of 624,090 tons.

† " 10,230 " " " " of 503,932 "

5. This table shows an increase in British Ocean-going Shipping of 55 ships, or 1·3 per cent., and a decrease of 127,841 tons, or 1·5 per cent. This is due to the fact that so many large ships were taken off the run, being employed as transports etc. since the war began.

British River Steamers have increased by 19 ships, or 0·3 per cent., and decreased by 87,923 tons, or 2·1 per cent. This is explained by a reduction in tonnage of the large and constantly running vessels on the Canton run, by reason of the amendments to the measurement Regulations.

Foreign Ocean-going vessels decreased by 480 ships of 680,413 tons, or 10·2 per cent. in numbers and 7·3 per cent. in tonnage. This may be ascribed almost entirely to the disappearance of the German and Austrian flags since the commencement of the war. But this decrease does not approach that which should result from that disappearance, (540 ships of 1,069,142 tons is the net decrease under those two flags since the war broke out), the balance being adjusted by large increases under the Japanese and Norwegian flags.

Foreign River Steamers are responsible for a decrease of 3 ships of 36,058 tons, or 0·16 per cent. in numbers and 3·8 per cent. in tonnage. This is due to a slight falling off in the River passenger traffic since August.

Steam Launches in Foreign Trade show the enormous increase of 2,282 ships of 62,980 tons, or 50·2 per cent. in numbers and 33·3 per cent. in tonnage. This may be ascribed to the fact, that, in former years, as I discovered about a year ago, many of the launches on the run to the Eastward failed to report their arrivals or departures, but, owing to better supervision, this has now ceased.

Junks in Foreign Trade show an increase of 1,821 vessels of 327,227 tons or 7·1 per cent. in numbers and 11·3 per cent. in tonnage. The figures given do not show nearly all the movements of the Trading Junks, as will appear later.

In Local Trade (*i.e.*, trade between places within the waters of the Colony) there appears an increase under Steam Launches of 32,736 vessels, or 5·2 per cent., and a decrease of 441,148 tons, or 4·1 per cent. While in Junks there is an increase of 1,781 vessels or 6·7 per cent. with a decrease of 2,855 tons, or 0·2 per cent. The causes of this are identical with those I mention in the case of Foreign Trade Junks, and the effect is well shown by the fact that, since the outbreak of the war, the reported arrivals and departures of Local Trade Junks have increased by well over 100 per cent. compared with the corresponding period of 1913.

6. The above figures do not, however, show the real state of affairs, inasmuch that many conditions have materially altered since the outbreak of war, early in August. In the remarks which follow, I divide the year into two parts—the first 7 months, before the war, and the last 5 months, since war was declared,—and confine myself to the Ocean-going shipping, which alone was seriously affected by the war.

I annex here comparative Tables, showing the figures for the Ocean-going Shipping of the port for the two periods.

COMPARATIVE SHIPPING RETURN FOR 1ST 7 MONTHS 1913-1914.

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean- going,.....	2,424	4,832,063	2,630	5,240,172	206	408,109	...	...
Foreign Ocean- going,.....	2,693	5,227,146	2,812	5,851,604	119	624,458	..	...
Total,.....	5,117	10,059,209	5,442	11,091,776	325	1,032,567	...	...
Junks Foreign Trade,.....	19,096	2,089,949	17,365	2,061,827	...	...	1,731	23,122

COMPARATIVE SHIPPING RETURN FOR LAST 5 MONTHS 1913-1914.

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean- going,.....	1,782	3,606,632	1,630	3,068,842	...	...	152	537,790
Foreign Ocean- going,.....	1,986	4,045,489	1,385	2,738,532	...	...	601	1,306,957
Total,.....	3,768	7,652,121	3,015	5,807,374	...	...	753	1,844,747
Junks Foreign Trade,.....	6,557	792,569	10,109	1,147,918	3,552	355,349	...	...

First Seven Months.—Here is seen a continuation, more especially in British vessels, of the steady increase which has been noted during past years, amounting, in the case of British ships, to 206 ships of 408,109 tons, or 8·5 per cent. in numbers and 8·4 per cent. in tonnage, compared with 6·4 per cent. and 8·6 per cent. respectively in 1913.

Foreign Ocean-going vessels increased by 119 ships of 624,458 tons, or 4·4 per cent. in numbers and 11·9 per cent. in tonnage, compared with 7·1 per cent. and 7·9 per cent. respectively in 1913.

The average tonnage of the British ships entering decreased from 1,995·2 to 1,992·4, while that of Foreigners increased from 1,948·9 to 2,080·9.

I should like to mention the large decrease shown in the Junk trade, which amounts to 1,731 vessels (8·5 per cent.) of 23,122 tons (1·3 per cent.). I am satisfied, for reasons which will appear later, that this decrease is not borne out by facts, but is really due to the increasing habit on the part of the Junk Masters of failing to report themselves.

Last Five Months.—The effect of the war in the Ocean Trade of the port is here well shown. In British Ocean-going vessels there is shown a decrease of 152 ships of 537,790 tons, or 8·5 per cent. in numbers and 14·9 per cent. in tonnage. This would appear to be almost entirely due to the number of large vessels which have been taken up by the Admiralty as armed cruisers, transports, and Fleet Auxiliaries, although there was, undoubtedly, for a time, a partial suspension of sailings. It will be seen that the average tonnage of British arrivals fell to 1,882·7.

Foreign Ocean-going shipping decreased by 601 ships of 1,306,957 tons, or 30·2 per cent. in numbers and 32·3 per cent. in tonnage. Of this, the practical extinction of German and Austrian tonnage is responsible for 27·2 per cent. in numbers and 26·4 per cent. in tonnage, while the remaining 3 per cent. and 5·9 per cent. represent the net result of increases and decreases under other flags. Here I find increases under Norwegian (17·4 per cent. in numbers and 22·6 per cent. in tonnage, compared with the figures for the corresponding period of 1913), and Chinese (4·5 per cent. in numbers and in tonnage), while under the Dutch flag an increase of 8·9 per cent. in tonnage is combined with a decrease of 7·2 per cent. in numbers. Decreases are shown under Russian (64·7 per cent. in numbers and 68·3 per cent. in tonnage), Portuguese (30·5 per cent. in numbers and 20·3 per cent. in tonnage), United States (24·1 per cent. in numbers and 22·2 per cent. in tonnage), Danish (20 per cent. in numbers and 11·1 per cent. in tonnage), French shipping remains constant in numbers but decreases by 25·1 per cent. in tonnage, Swedish, while increasing by 20 per cent. in numbers, declines by 38·9 per cent. in tonnage, and Italian shipping disappears altogether.

The average tonnage of Foreign ships entering has decreased to 1,977.

In the Junk Trade, it will be noticed that there is shown the enormous increase of 3,552 vessels of 355,349 tons, or 54·2 per cent. in numbers and 46·1 per cent. in tonnage. It is obvious that no such a phenomenal alteration can have taken place in the trade since the outbreak of war, but the explanation is simple. Since war commenced, no vessel can enter or leave the harbour without reporting herself, by reason of the Examination service, so that, of the Junks trading with Victoria Harbour, which means about 90 per cent. of those trading with the Colony, we are now able to account for all, which was very obviously not the case before.

7. The actual numbers of individual Ocean-going vessels of European construction entering during 1914 was 825, of which 385 were British and 440 were Foreign. In 1913 the corresponding figures were 791, 361 British and 430 Foreign.

These 825 ships measured 2,155,018 tons. They entered 4,226 times, and gave a collective tonnage of 8,468,609 tons. Thus, 34 more ships entered 221 less times, and gave a collective tonnage reduced by 405,197 tons, an average of 1,833·4 tons per entry.

Thus :—

Flag.	Steamers.		No. of Times entered.		Total Tonnage.	
	1913.	1914.	1913.	1914.	1913.	1914.
British { Steamers	359	383	2,099	2,130	4,209,950	4,168,538
{ Sailing...	2	2	2	3	5,419	7,249
Japanese,.....	164	188	740	826	1,907,307	2,114,494
German,	106	96	597	350	1,107,453	691,852
Norwegian,	29	29	189	205	182,633	218,721
Austrian,	12	11	51	30	168,063	98,693
Chinese,	26	23	233	224	272,166	271,727
Danish,	6	8	13	16	34,433	46,906
Dutch,	15	19	128	124	242,928	252,700
French,	22	22	155	154	284,628	248,280
Italian,.....	2	—	7	—	18,312	—
Portuguese,.....	5	7	114	71	52,009	32,968
Russian,	21	15	34	20	86,021	54,721
Swedish,	7	8	12	12	31,497	24,093
U.S.A. { Steamers	15	13	73	60	270,987	236,624
{ Sailing...	—	1	—	1	—	1,043
Total,	791	825	4,447	4,226	8,873,806	8,468,609

8. The 385 British ships carried 3,766 British officers and 12 Foreign officers, the latter consisting of 5 U.S.A., 2 Dutch, 2 Danish, 2 Germans, and one Norwegian.

Thus, the proportion of Foreign officers in British ships was 0·32 per cent. comprising 5 nationalities, an increase of 0·02 per cent. with an increase in the number of officers and of ships.

9. The 440 Foreign ships carried 3,082 officers, of whom 94 were British as follows :—

	1913.	1914.
In Chinese ships - - - -	94	84
„ Japanese ships - - - -	10	6
„ United States ships - - -	4	4
„ French ships - - - -	2	0
	<u>110</u>	<u>94</u>

Thus, 3·05 per cent. of the officers serving in Foreign ships were of British nationality, with an increase in number of officers and of ships.

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

	VESSELS.		BRITISH CREW.		U. S. A. AND EUROPEANS.		ASIATICS.	
	1913.	1914.	1913.	1914.	1913.	1914.	1913.	1914.
British .	361	385	24,728	24,264	1,022	866	134,220	135,214
Foreign.	430	440	1,430	1,571	31,447	24,428	126,923	118,268
Total ...	791	825	26,158	25,835	32,469	25,294	261,143	253,482

Hence in British ships :—

1913.	1914.	
15.46 %	15.13 %	of the crews were British.
0.64 %	0.54 %	of the crews were other Europeans.
83.90 %	84.33 %	of the crews were Asiatics.

And in Foreign ships :—

1913.	1914.	
0.90 %	1.08 %	of the crews were British.
19.75 %	16.93 %	of the crews were other Europeans.
79.35 %	81.98 %	of the crews were Asiatics.

2.—Trade.

11. It is once more necessary for me to call attention to the extreme inaccuracy of the reports by Masters of ships of cargo carried. There being no Customs, or other staff, to compile accurate statistics, I am dependent upon these reports for the figures upon which I base the remarks which follow, although I am able, in some cases, to obtain more reliable information elsewhere.

Imports.—Here is shown a decrease of 229,089 tons, or 4.6 per cent., which, considering the circumstances attending the last five months of the year under review,—the total withdrawal from the run of all vessels under the German and Austrian flags; the loss (or, at least, the non-delivery) of the cargoes consigned to the Colony in many of such vessels; the risks run by neutral and Ally shipping during the early months of the war, by reason of the German cruisers then at large; and the general sense of insecurity felt by both shippers and importers, etc., etc.—may be considered a remarkably small decrease.

Increases are shown under the headings Beans, Coal, Cotton, Flour, Hemp, Bulk Kerosene, and Liquid Fuel, while there are decreases reported in Case Oil, Rattans, Rice, Timber, and General.

Beans.—The import of Beans is generally reported as “General” unless, as sometimes occurs, the ship brings a full cargo. No reliance can, therefore, be placed upon the figures I receive, which here indicate an increase of 6,784 tons, or 95·2 per cent. So far as I am able to discover, no such increase has actually taken place.

Coal.—An increase here appears of 171,664 tons, or 15·1 per cent., which seems to be quite uninfluenced by the war, the increase being uniformly spread over the whole year. There was a very large increase, as may be imagined, in the imports of Welsh coal, which, however, bear a very small proportion to the total imports. Japanese coal fell off, and Chinese increased, while a small quantity of Australian coal found its way here in one of the prizes.

Cotton, Yarn, and Piece Goods.—Here is an increase of 3,541 tons, or 8·7 per cent. This is not a real increase, but is only apparent, being due to the reported falling off in 1913 having been greatly in excess of facts. As a matter of fact, 1914 proved a bad year for this trade in the Colony, and for staple goods there was so little demand that the imports declined. The causes which led to this were, in the early part of the year, a heavy fall in prices and in exchange. In May and June, however, trade revived, and there seemed every prospect of a sustained improvement, when the floods inland caused a severe set back. Then came the war, which had a most deleterious effect on the trade inland, and increased freights acted as a further deterrent to importers. Added to these, the general financial state of China, throughout the year, has been far from encouraging.

Flour.—There is an increase reported of 12,504 tons, or 18·4 per cent.

As in Cotton, this increase is due to errors and omissions in the ship masters’ reports in 1913. From enquiries I have made, I gather that there was actually a falling off of 16,713 tons, or 15·4 per cent., the reasons for which are directly due to the war.

It appears that the bulk of the imports arrive here in the later months of the year, shipments in large quantities commencing from America in August. This year, on account of the war, the demand for flour at the seat of the war was far above the average, with the result that prices soared to unprecedented heights. One brand, whose usual price is \$2.30 per bag, now fetches \$4.10. At the same time, freight doubled. Before the outbreak of war, imports were above the average.

Hemp.—I find here an increase of 3,010 tons, or 17·3 per cent.

It is possible that these figures approach the truth, as, during the first seven months of the year, conditions were very favourable to the trade, prices and freights ruling low, while in 1913 prices were very high. During these months before the war, the figures

show an increase of 7,011 tons, or 73·8 per cent., while during the last five months a decrease of 4,001 tons, or 51·3 per cent., appears. This is confirmed by the fact that, on the outbreak of war the market in Manila collapsed, and all business came to a standstill. Later, however, matters improved, and by the end of the year the market had practically resumed normal conditions.

Kerosene Oil.—Bulk Oil shows an increase of 21,328 tons, or 38 per cent.

Case Oil shows a decrease of 4,422 tons, or 9 per cent.

As explained last year, there is not very much significance in increases or decreases in either type of oil, so long as there is no large fluctuation in the joint total. During 1914, the market in both case and bulk oil showed a satisfactory rise, demand slightly increasing, with fair prices and freights, until after the war commenced, when sales fell 50 per cent. and, up to the end of the year, there was no sign of appreciable recovery. Freights rose, after the outbreak of war, from \$4 to \$10 per ton from the American Coast; on account of war risks, and the increased demand in Europe.

It is somewhat remarkable to note that, in spite of the above facts, the imports of case oil show a falling off, before the war, of 12,549 tons, or 38·4 per cent., while, since the beginning of August, there appears an increase of 8,127 tons, or 39·1 per cent. None arrived, however, after October, and that which came in that month was probably on the high seas at the time war broke out.

Stocks at the end of the year show a slight increase over those in January.

Liquid Fuel.—A very large increase appears here, of 23,263 tons, or 197 per cent., which appears to be borne out by facts. It is explained by the great increase in numbers of oil-burning steamers bunkering here.

Rattans.—The reports here show a decrease of 2,100 tons, or 63·6 per cent., the greater part of which appears to be due to failure on the part of shipmasters to report this item of cargo. As a matter of fact, the market was normal up to August, after which it declined, but only slightly.

Rice.—Also shows a decrease, which is explained in the same way. The figures I received indicate a decrease of 102,085 tons, or 13·8 per cent., but I find, on enquiry, that the imports were really about normal. Though the Chinese crops were good, there was a set back on account of the floods in the summer, and, Saigon and Siam rice being plentiful and cheap, there were large imports. The war does not appear to have affected the trade in any way.

Timber.—Here I find the imports for 1914 less by 17,545 tons, or 21 per cent., than those reported in 1913. This again shows the tendency to “lump” cargo together as “General”, for actually, about 20 per cent. more timber was imported during 1914, I am informed, than during 1913. There was a slight reduction in imports of Teak, which, however, was more than made up by those of Borneo hardwoods and American pine and deals.

General.—Here appears a decrease of 299,212 tons, or 11·6 per cent., which is obviously due directly to the war. During the first seven months of the year there is shown an increase of 61,838 tons, or 5 per cent., against a decrease of 361,050 tons, or 29 per cent., for the last five months, as compared with the corresponding periods of 1913.

Exports.—Show a decrease of 295,398 tons, or 11 per cent., which may be ascribed principally to the war, although there was a general falling off in exports throughout the year. The figures for the first seven months show a decrease, compared with those for the corresponding period of 1913, of 45,332 tons, or 3·4 per cent., while those for the last five months declined by 250,066 tons, or 18·8 per cent.

Transit Cargo.—Here, again, the effect of the war is very marked. For the whole year, there appears a decrease of 513,725 tons, or 10·4 per cent. For the first seven months, however, there is shown an increase, of 301,699 tons, or 10·7 per cent., which appears to be very largely due to cargo carried through in German bottoms, where there is shown an increase over the 1913 transit cargo of 214,417 tons, or 51 per cent. The last five months are responsible for the decrease of 815,424 tons, or 16·5 per cent.

12. The number and tonnage of ships of European type of construction carrying cargo for import and transit, compared with 1913, was as follows :—

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,445	8,868,387	4,222	8,460,317	...	...	223	408,070
River Steamers,	4,202	2,515,356	4,213	2,452,437	11	...	...	62,919
Sailing Vessels,	2	5,419	4	8,292	2	2,873	...	...
Total,	8,649	11,389,162	8,439	10,921,046	13	2,873	223	470,989
Net Decrease,					...	...	210	468,116

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

EXPORTS.

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,440	8,842,943	4,235	8,438,833	...	...	205	404,110
River Steamers,	4,202	2,512,607	4,207	2,451,545	...	...	...	61,062
Sailing Vessels,	2	5,419	3	6,472	1	1,053	...	...
Total,	8,644	11,360,969	8,445	10,896,850	6	1,053	205	465,172
Net Decrease,					...	...	199	464,119

Exported 2,385,602 tons including River Trade as compared with 2,681,318 tons in 1913.

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,440	8,842,943	4,235	8,438,833	...	...	205	404,110
River Steamers,	4,202	2,512,607	4,207	2,451,545	...	...	...	61,062
Sailing Vessels,	2	5,419	3	6,472	1	1,053	...	...
Total,	8,644	11,360,969	8,445	10,896,850	6	1,053	205	465,172
Net Decrease,					...	...	199	464,119

Exported 2,385,602 tons including River Trade as compared with 2,681,318 tons in 1913.

	1913.		1914.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,440	8,842,943	4,235	8,438,833	...	...	205	404,110
River Steamers,	4,202	2,512,607	4,207	2,451,545	...	...	...	61,062
Sailing Vessels,	2	5,419	3	6,472	1	1,053	...	...
Total,	8,644	11,360,969	8,445	10,896,850	6	1,053	205	465,172
Net Decrease,					...	...	199	464,119

14. The River Trade, compared with 1913, is shown in the following Table:—

Year.	Imports.	Exports.	Passengers.
1913,	393,263	366,515	2,991,890
1914,	378,403	376,540	2,228,354

15. The following Table shows the Junk Trade of the Colony for 1913 and 1914 :—

IMPORTS.

	1914.		1913.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,.....	13,627	1,599,503	12,806	1,447,027
Local Trade,	13,979	599,846	12,951	601,740
Total,	<u>27,606</u>	<u>2,199,349</u>	<u>25,757</u>	<u>2,048,767</u>

Imported 465,671 tons as under :—

	Tons.
Cattle 1,198 head,	99
Swine 6,949 head,	408
Earth and Stones,	31,260
General,	433,904
Total,.....	<u>465,671</u>

EXPORTS.

	1914.		1913.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,	13,847	1,610,242	12,847	1,435,491
Local Trade,	14,072	598,025	13,319	598,986
Total,	<u>27,919</u>	<u>2,208,267</u>	<u>26,166</u>	<u>2,034,477</u>

Exported 1,080,701 tons as under :—

	Tons.
Kerosine 1,603,153 cases,	47,198
Rice and Paddy,.....	253,925
General,	779,578
Total,.....	<u>1,080,701</u>

16. A summary of the Shipping and Trade of the Port for the year 1914.

	No. of Ships.	TONS.						Passengers.		Emi- grants.
		Dis- charged.	Shipped.	In Transit.	Bunker Coal.	Total.	Registered Tonnage.	Arrived.	Departed.	
British Ocean-going,	4,265	1,881,637	1,082,243	2,281,021	263,493	5,508,394	8,321,692	188,379	126,574	49,740
Foreign Ocean-going,	4,199	2,327,731	926,567	2,128,947	252,334	5,634,979	8,592,222	88,102	98,777	26,010
British River Steamers, ...	6,643	217,089	216,949	...	56,992	491,030	3,990,712	989,100	1,066,432	...
Foreign River Steamers, ...	1,777	161,314	159,591	...	20,364	341,269	913,270	90,534	82,288	...
Total,	16,884	4,587,771	2,385,350	4,409,368	593,183	11,975,672	21,817,896	1,356,115	1,374,071	75,750
Steam-launches, Foreign } Trade,	6,856	4,287	9,511	...	12,369	26,167	251,983	24,758	28,917	...
Junks, Foreign Trade, ...	27,474	353,988	1,017,270	...	...	1,371,258	3,209,745	65,894	66,731	...
Total Foreign Trade, ...	51,214	4,946,046	3,412,131	4,409,368	605,352	13,373,097	25,279,624	1,446,767	1,469,719	75,750
Steam-launches, Local } Trade,	438,174	965	959	...	37,730	39,654	10,279,456	3,674,781	3,610,539	...
Junks, Local Trade,	28,051	11,603	63,431	...	...	175,114	1,197,871	9,055	9,201	...
Total, Local Trade,	247,138	12,568	64,390	...	37,730	214,768	6,337,599	3,683,836	3,619,740	...
Grand Total,	517,439	4,958,614	3,476,521	4,409,368	643,282	13,587,865	36,756,951	6,130,603	5,089,459	75,750

3.—Revenue and Expenditure.

17. The gross Revenue collected by the Harbour Department during the year was \$579,442.92 as against \$612,672.08 collected in the previous year, showing a decrease of \$33,229.16 or 5.4 % :—

	1913.	1914.	Increase.	Decrease.
Light Dues,	\$ 93,649.44	\$ 90,397.87	\$...	\$ 3,251.57
Light Dues, Special Assessment,.	104,648.41	103,667.97	...	980.44
Licences and Internal Revenue,.	159,010.53	172,148.25	13,137.72	...
Fees of Court and Office,	254,929.10	212,795.83	...	42,133.27
Miscellaneous Receipts,	434.60	433.00	...	1.60
	<u>\$612,672.08</u>	<u>\$579,442.92</u>	<u>\$13,137.72</u>	<u>\$46,366.88</u>

The principal decreases are under Sunday Cargo Working Permits \$4,450; Medical Examination of Emigrants \$39,209.50; Light Dues \$3,251.57; Light Dues Special Assessment \$980.44; Forfeitures \$904.77 (there have been no forfeitures during the year); Fishing Stakes and Station Licences New Territories \$210.70; Junk Licences \$7,436.40; Junk Licences from New Territories \$13,144.70; Examination of Masters, etc., \$115.00; Gunpowder Storage \$3,025.87; Chinese Passenger Ship Licence \$165. On account of the state of war and prohibition of immigration into Singapore since 7th August the revenue under that heading has fallen off considerably.

The principal increases are under Boat Licences \$30,716.42; Fines \$3,698.39; Engagement and Discharge of Seamen \$1,913.60; Survey of Steamships \$1,225.01; Official Signatures \$504.00; Steam-launch Licences \$564.88.

The increase under Boat Licences is due to the fact that some of the craft which formerly took out Junk Licences are now licensed under boats.

18. The Expenditure of the Harbour Department (excluding the Imports and Exports Office) for 1914 was \$173,214.01 as against \$168,069.06 expended in 1913, showing an increased expenditure of \$5,144.95, which is mostly due to increases in salaries, etc. A sum of \$2,702.45 was also expended for "Aga" lights for Fairway Buoys and the Cust Rock Buoy.

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,	3,963	8,591,007	1 cent.	\$ 85,910.07	1 cent.	\$ 85,910.07	\$ 171,820.14
Steam Launches,	2,936	135,719	1 "	1,357.19	1 "	1,357.19	2,714.38
River Steamers (Night Boats),	1,651	939,182	$\frac{1}{2}$ "	3,130.61	$\frac{1}{2}$ "	4,695.91	7,826.52
River Steamers (Day Boats),	2,554	1,404,577	Nil.	—	$\frac{4}{8}$ "	11,704.80	11,704.80
Total,	11,104	11,070,485		\$90,397.87		\$108,667.97	\$194,065.84

4.—Steam-launches.

19. On the 21st December, 1914, there were 343 steam-launches (including motor boats) employed in the Harbour. Of these, 170 were licensed for the conveyance of passengers, etc., 131 were privately owned, 20 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 Military and 18 Naval.

Seven masters' certificates were suspended for incompetency or negligence in the performance of their duties; one of whom was suspended for 6 months, two for 3 months, one for 2 months and three for 1 month, while five of them were required to pass a further examination in the Rules of the Road on expiration of their suspensions before the return to them of their certificates.

Six hundred and twenty-seven (627) engagements and five hundred and seventy-nine (579) discharges of masters and engineers were made during the year.

Nine (9) steam-launches were permitted to carry arms for their protection against pirates.

5.—Emigration and Immigration.

20. Seventy-six thousand two hundred and ninety-six (76,296) Emigrants left Hongkong for various places during the year 1914 (142,759 in 1913.) Of these, 49,780 were carried in British ships and 26,516 in foreign ships.

One hundred and sixty-eight thousand eight hundred and twenty-seven (168,827) 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 166,921 in 1913. Of these 129,164 arrived in British ships, and 39,663 in Foreign ships.

6.—Registry, etc., of Shipping.

21. During the year, 21 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 16 Certificates of Registry cancelled. 147 Documents, etc., were dealt with in connection with the Act, the fees on which amounted to \$1,841.00 as compared with \$1,438.01 in 1913.

7.—Marine Magistrate's Court.

22. Four hundred and forty-seven cases were heard in the Marine Magistrate's Court (435 in 1913). 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.)

23 During the year 1914, there were four courts held :—

(1) On the 20th day of March, 1914, enquiry was made into the charges of being asleep and under the influence of liquor whilst on duty against John Fraser, certificate of competency Number 037,373 of Holyhead, 2nd mate of the British Steamship *Foochow*, Official Number 105,721 of London.

The Court found that the charges against John Fraser, whose certificate of competency as 1st mate was 037,373, Holyhead, proved, and suspended his certificate for twelve months.

(2) On the 29th April, 1914, enquiry was held into the charge of misconduct on the part of James Willox, whose certificate of competency as master was Number 036,321 of Aberdeen, master of the British Steamship *Tai Lee* and Robert Alexander Bires, whose certificate of competency as master was Number 024,435 of Dundee, master of the British Steamship *Taishan*.

The Court found that the Steamship *Taishan* Official Number 133,245 of Hongkong, the master of which was Robert Alexander Bires, Certificate Number 024,435 of Dundee as master and the Steamship *Tai Lee*, Official Number 133,248 of Hongkong, the master of which was James Willox, Certificate Number 036,321 of Aberdeen as master, left their respective wharves in Hongkong harbour within five minutes of each other on the morning of the 29th March, 1914, bound for Macao. That after passing the rock in Cheung Chau Channel, the *Tai Lee* overtook and passed the *Taishan* in such a manner as to place both ships in danger of collision. The Court was of opinion that the master of the *Tai Lee* passed dangerously close to the *Taishan* and admonished him to be more careful in future.

(3) On the 5th day of May, 1914, enquiry was made into the circumstances attending the casualty to the British Steamship *Tai On*, Official Number 95,858 of Hongkong.

The Court found as follows :—

We find that the British Steamship *Tai On*, Official Number 95,858 of Hongkong of which Robert Henry Wetherell, the number of whose Certificate of Competency as Master is 08,651 of London, was master, left Hongkong at 7 p.m. on the 27th April, 1914, on a voyage to Kongmun, with a general cargo of about 100 tons, 395 passengers, of whom only 362 paid any fares, and a crew of 38. At about 10.10 p.m. the ship being then off the Island of Ki Au, near the Swashway entrance to the West River, some of the passengers, who had embarked at Hongkong, rose and attempted to gain possession of the ship, being armed with Mauser and Browning pistols. They attacked the bridge, where the master, mate, chief engineer

and two armed Portuguese guards were entrenched behind iron and barbed wire grilles and loopholed bullet-proof shields, who were able to repel the attack after shooting several of their assailants, with the loss on their side of one—the chief engineer—slightly wounded. The pirates then retreated below, and endeavoured to persuade some of the peaceful passengers to go up and call upon the master to surrender, and, upon their refusal to do so, shot them. They then deliberately set the ship on fire in two or three places. This was about 11 o'clock. In the meanwhile the officers, in the intervals of fighting, fired distress signals—rockets, bombs and coloured lights, which were seen and answered by the British steamers *Shun Lee*, *Shiu On* and *Hoi Sang* which were on their way down the river, bound for Hongkong, and by the Chinese Steamship *Wo Kwai* bound for Kongmun. These four ships rendered all assistance in their power, and succeeded in rescuing some 165 persons by means of their boats. The flames spread rapidly, and the ship was shortly ablaze from stem to stern, the passengers, including pirates and crew jumping overboard—many, however, appear to have been unable to escape, and were burnt. The anchor was let go to bring the ship head to wind, but the officers soon found the bows untenable and had to jump also, the master being the last to leave the ship. They were picked up, with the exception of the mate, Mr. F. C. Evans, who was unable to secure a lifebelt, the fire having reached his cabin when he went to get one. The ship was completely gutted, but was subsequently towed back to Hongkong, when the charred remains of 17 bodies were found on board, besides evidences of many more, almost totally consumed by the flames. We find that no blame attaches to any of the certificated officers, who took all possible steps to secure the safety of the ship, and conducted the defence of the bridge most gallantly. The means adopted for the protection of the bridge appear to have been most efficient. We are of opinion that the conduct of the master of the British Steamship *Lintan* in failing to stand by the *Tai On* or to render her any assistance, requires further enquiry, as does that of the master of the *On Lee* who similarly failed. We also wish to point out the irregularity and very probable source of danger of the practice which seems to be universal on board vessels on this run of carrying an unlimited number of passengers runners, cargo brokers and live stock attendants, who pay no fare, and are commonly supposed to form an intelligence department for the pirates.

(4) On the 17th of October, 1914, enquiry was held into the charge of misconduct against J. W. Scott, certificate of competency as master was Number 037,069 of Liverpool, 2nd mate of the British Steamship *Anhui*, Official Number 118,340 of London.

The Court found that on the 7th October, 1914, when the British Steamship *Anhui*, Official Number 118,340 of London, was lying alongside her wharf at Shanghai, James William Scott, the number of his certificate of competency as master was Number 037,609, Liverpool, 2nd mate of the said ship was under the influence of liquor on board when he should have been on duty. That on the following day, the 8th October, Mr. Scott, having charge of the deck at 6.10 p.m. being under the influence of drink, altered

course without the permission of the master, with the result that the ship came into collision with the Fairway Bell Buoy at the entrance of the Yangtse River, and remained with her propellers foul of the buoy moorings for six hours. The Court therefore direct that Mr. Scott's certificate of competency as master be suspended for six months and that a 2nd mate's certificate of competency be issued to him during the period of suspension. Further, his certificate of competency as master shall not be restored to him unless he shall produce valid testimonials of sobriety, covering the period of three months next before such restoration.

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

(Under Board of Trade Regulations.)

24. 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,	17	2
Master, (Provisional Certificate),	...	...
First Mate,	17	3
Second Mate,	24	7
Only Mate,	...	2
Mate, River Steamer,	3	...
Total,.....	61	14
First Class Engineer,.....	27	8
Second Class Engineer,	36	7
Total,...	63	15

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

Candidates.	Passed.	Failed.
For Master,.....	64	9
For Engineer,	80	3
Total,	144	12

10.—Examination of Pilots.

(Under Ordinance No. 3 of 1904.)

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

11.—Sunday Cargo Working.

26. During the year 510 permits were issued under Ordinance No. 1 of 1891 as compared with 569 in 1913. Of these 135 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 \$66,950 as against \$71,400 in 1913.

The decrease is owing to reduction in the number of steamers on account of the war.

12.—New Territories.

Sixteenth year of British Administration.

27. The Outstations attached to the Harbour Department, eight in number, have continued to perform the work allotted to them, and during the year Licences, Permits, etc., have been issued by them as follows:—

		1913.	1914.
Cheung Chau, opened	1899.....	10,144	3,706
Tai O, „	1899.....	5,597	4,397
Tai Po, „	1900.....	7,691	5,810
Sai Kung, „	1902.....	2,137	1,488
Long Ket, „	1905.....	4,686	1,980
Deep Bay, „	1911.....	2,782	2,373
Ping Shan, „	1911.....	361	71
Lantau, „	1912.....	2,777	1,575
		<u>36,175</u>	<u>21,400</u>

The decreases in number are due to the discontinuance of Blue Permits issued to fishing junks.

The Revenue collected by this Department from the New Territories during the year was \$41,350.65 as compared with \$36,554.30 in 1913.

13.—Lighthouses.

GAP ROCK LIGHTHOUSE.

28. During 1914, 933 vessels were reported by telegraph from this station. Of this number 193 were signalled by Morse lamp.

Five (5) vessels were not reported owing to telegraphic communication being interrupted.

Three thousand and five (3,005) telegraphic messages were sent, including meteorological observations for the Observatory, and 510 messages were received. There were 60 hours of fog during the year and the fog signal was fired 386 times.

Telegraphic communication was maintained throughout the year with the exception of one complete day and a few short interruptions caused by the land line being in contact with telephone wires.

On 9 occasions the relief was delayed by rough sea.

WAGLAN ISLAND LIGHTHOUSE.

During 1914, 2,659 vessels were reported. 1,728 messages were sent and 592 received. Owing to telegraphic communication being interrupted, 205 vessels were not reported.

There were 234 hours and 48 minutes of fog and the fog signal was fired 2,410 times.

The Relief was delayed on two occasions.

GREEN ISLAND LIGHTHOUSE.

During 1914, 1,410 vessels were signalled and reported from this station, 751 messages were sent, and 428 received.

Owing to communication being interrupted on 4 occasions, 26 vessels were not reported.

CAPE COLLINSON LIGHTHOUSE.

During 1914, 2,481 vessels were signalled and reported from this station. 4 messages were sent and 76 received.

Owing to communication being interrupted on 18 occasions, 83 vessels were not reported.

Signals Sent and Received.

Flash Lamp Signals, 33.

Semaphore Signals, 5.

International Signals, 19.

The lights at Gap Rock, Waglan, and Green Island, (1st Order), at Cape Collinson, (4th Order), at Kap Sing Island, and at Mawan, (6th Order), have been maintained efficiently throughout the year.

The A.G.A. lights, which were installed on the Fairway and Cust Rock buoys on the 1st January, 1914, have now been in operation for a whole year, without a hitch, and have fully justified their employment. I have received many appreciations of them from shipmasters.

BASIL TAYLOUR, Commander, R.N.,
Harbour Master, &c.

HARBOUR OFFICE,
1st February, 1915.

Table I.—NUMBER, TONNAGE, CREWS : CARGOES of VESSELS ENT

												COUNTRY	
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WITH CARGOES.													
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TONNAGE, CREWS : CARGOES of VESSELS ENTERED in the COLONY of HONGKONG from

COUNTRIES WHENCE ARRIVED.

Year.	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.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	North and South Pacific.	Philippine Islands.	Port Arthur.
28	3,335	...	...	...	9	1	157	146	188	17	...	801	...	...	1	1	...	10	...
943	2,490,133	...	...	131,4	0,376	1,143	597,546	398,663	620,008	28,669	...	632,727	...	...	2,796	3,179	...	128,50	...
60	161,164	...	...	6,0	781	62	10,916	17,856	16,938	1,147	...	32,094	...	...	78	100	...	6,9	...
00	442,000	...	...	...	...	...	227,000	186,000	237,000	27,000	...	51,000	...	...	2,000	...	...	70,00	...
00	484,000	...	...	...	...	2,000	591,000	202,000	396,000	8,000	...	...	...	...	...	...	...	15,00	...
	185	...	...	...	...	...	2	15	7	...	...	2	...	...	...	...	1	6	...
	276,624	...	...	5,0	...	...	4,246	31,285	19,684	...	...	1,547	...	...	...	...	2,436	8,7	...
	11,126	...	...	1	...	...	94	904	415	...	...	124	...	...	...	...	51	2	...
28	3,520	...	...	...	9	1	159	161	195	17	...	803	...	...	1	1	1	1	...
43	2,766,757	...	...	137,3 6	30,876	1,143	601,792	429,948	639,692	28,669	...	634,274	...	...	2,796	3,179	2,436	137,5	...
30	172,290	...	...	6,203	781	62	11,010	18,760	17,353	1,147	...	32,218	...	...	78	100	51	7,1	...
30	442,000	...	...	2	...	...	227,000	186,000	237,000	27,000	...	51,000	...	...	2,000	...	...	70,	...
30	484,000	...	...	...	...	2,000	591,000	202,000	396,000	8,000	...	...	...	...	...	...	...	15,	...
6	1,101	1,504	7,235	...	...	76	18	76	448	64	83	128	277	276	2	1	...	2	2
1	931,221	50,258	761,249	59,548	...	82,456	90,952	238,997	1,312,029	156,179	40,556	21,288	18,339	38,585	1,662	1,169	...	34	4,406
3	63,316	21,534	107,609	2,476	...	4,989	2,220	4,887	30,812	4,335	3,960	1,571	12,301	2,737	102	48	...	1,	88
0	281,000	...	334,000	114,000	...	25,000	18,000	73,000	930,000	85,000	14,000	19,000	4,000	20,000	1,000	...	...	9,00	8,000
0	196,000	...	...	12,000	...	11,000	81,000	246,000	779,000	83,000	...	...	...	...	...	...	...	3,00	...
	156	1,613	5,682	2	...	8	...	3	4	...	2	10	9	434	...	...	...	6	1
	179,888	54,815	754,283	2,151	...	7,818	...	6,532	9,693	...	544	5,511	229	45,386	...	...	...	5,60	3,189
	6,652	15,767	91,253	91	...	370	...	133	196	...	71	377	70	6,727	...	...	...	2	57
	1,257	3,117	12,917	58	129	84	18	79	452	64	85	138	286	710	2	1	...	28	3
	1,111,109	105,073	1,515,532	71,609	55,755	90,274	90,952	245,529	1,321,722	156,179	41,100	26,703	18,508	33,971	1,662	1,169	...	40,1	7,595
	69,968	37,301	198,862	2,567	14,254	5,359	2,220	5,020	31,008	4,335	4,031	1,948	12,371	9,464	102	48	...	2,0	14

ED in the COLONY of HONGKONG from EACH COUNTRY, in the YEAR 1914.

WHENCE ARRIVED.

Kwang-chau- wan.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	North and South Pacific.	Philippine Isds.	Port Arthur.	Ports in Hainan and Gulf of Tonkin.	Russia in Asia.	Siam.	South Africa.	South America.	Tsingtau.	United States of America.	Wei-hai-wei.	TOTAL.
...	801	...	...	1	1	...	10	...	128	3	45	1	...	19	76	13	5,225
...	632,727	...	...	2,796	3,179	...	128,56	...	134,502	7,265	57,832	2,796	...	25,115	241,463	16,213	5,797,625
...	32,094	...	...	78	100	...	6,97	...	8,622	113	2,678	84	...	1,106	4,793	853	285,444
...	51,000	...	...	2,000	...	...	70,00	...	156,000	1,000	91,000	1,000	...	24,000	240,000	6,000	2,099,000
...	...	...	...	...	...	...	15,00	...	40,000	15,000	...	...	...	14,000	384,000	8,000	2,281,000
...	2	...	...	...	...	1	6	...	3	1	...	...	1	...	3	1	231
...	1,547	...	...	...	...	2,436	8,7.	...	6,413	2,887	...	...	2,311	...	9,570	1,143	373,523
...	124	...	...	...	...	51	29	...	144	47	...	...	43	...	126	62	13,690
...	803	...	...	1	1	1	1	...	131	4	45	1	1	19	79	14	5,456
...	634,274	...	...	2,796	3,179	2,436	137,54	...	140,916	10,152	57,832	2,796	2,311	25,115	251,033	17,356	6,171,148
...	32,218	...	...	78	100	51	7,1	...	8,766	160	2,678	84	43	1,106	4,919	915	299,134
...	51,000	...	...	2,000	...	...	70,	...	156,000	1,000	91,000	1,000	...	24,000	240,000	6,000	2,099,000
...	...	...	...	...	...	...	15,	...	40,000	15,000	...	...	...	14,000	384,000	8,000	2,281,000
83	128	277	276	2	1	...	2	...	190	12	194	...	5	4	100	3	12,075
10,556	21,288	18,339	38,585	1,662	1,169	...	34	4,406	171,093	27,718	195,503	...	26,986	5,956	462,135	6,645	5,390,307
3,960	1,571	12,301	2,737	102	48	...	1,	88	7,499	672	9,746	...	531	189	14,927	168	318,570
14,000	19,000	4,000	20,000	1,000	...	...	9,0	8,000	175,000	4,000	320,000	...	14,000	6,000	139,000	6,000	2,847,000
...	...	...	...	...	...	...	3,0	...	35,000	19,000	...	...	...	5,000	86,000	...	2,128,000
2	10	9	434	...	...	...	6	1	7	...	1	...	...	...	...	...	7,938
544	5,511	229	45,386	...	...	...	5,6	3,189	6,158	...	875	...	...	...	...	...	1,082,735
71	377	70	6,727	...	...	...	2	57	298	...	43	...	...	...	...	...	122,313
85	138	286	710	2	1	...	28	3	197	12	195	...	5	4	100	3	20,013
41,100	26,709	18,508	83,971	1,662	1,169	...	40,1	7,595	177,251	37,718	196,378	...	26,083	5,956	462,135	6,045	6,473,042
4,031	1,948	12,371	9,464	102	48	...	2,0	145	7,797	672	9,789	...	531	189	14,927	168	440,883
14,000	19,000	4,000	20,000	1,000	...	...	9,0	8,000	175,000	4,000	320,000	...	14,000	6,000	139,000	6,000	2,847,000
...	...	...	...	...	...	...	3,0	...	35,000	19,000	...	...	...	5,000	86,000	...	2,128,000
82	930	977	976	2	...	...	2	...	318	15	239	1	5	23	176	16	17,300
40,556	654,010	...	...	1,458	4,348	...	163	4,406	305,596	44,983	253,335	2,796	26,986	31,071	703,538	22,858	11,107,302
3,960	33,665	12,301	...	180	148	...	8	88	16,121	735	12,424	84	531	1,295	19,720	1,021	604,014
14,000	70,000	4,000	20,000	1,000	...	...	79,000	8,000	331,000	5,000	411,000	1,000	14,000	30,000	379,000	12,000	4,946,000
...	...	...	...	...	...	...	18,000	...	75,000	34,000	...	...	...	19,000	470,000	8,000	4,409,000
2	12	9	434	...	...	1	12	1	10	1	1	...	1	...	3	1	8,169
544	7,058	229	45,386	...	...	2,436	14,408	3,189	12,571	2,887	875	...	2,311	...	9,570	1,143	1,456,258
71	501	70	6,727	...	...	51	507	57	442	47	43	...	43	...	126	62	136,003
85	941	286	710	3	2	1	142	3	328	16	240	1	6	23	179	17	25,469
41,100	661,073	18,568	83,971	1,458	4,348	2,436	177,464	7,595	318,367	47,870	254,210	2,796	29,297	31,071	713,168	24,001	12,644,190
4,031	34,166	12,371	9,464	180	148	51	8	145	16,563	832	12,467	84	574	1,295	19,846	1,083	740,017
14,000	70,000	4,000	20,000	1,000	...	...	79,000	8,000	331,000	5,000	411,000	1,000	14,000	30,000	379,000	12,000	4,946,000
...	...	...	...	...	...	...	13,000	...	75,000	34,000	...	...	...	19,000	470,000	8,000	4,409,000

Table II.—NUMBER, TONNAGE, CREWS an CARGOES of VESSELS *CLEARE*

		COUNTRIES T														
		Australia and New Zealand.	British North Borneo.	Canada.	Coast of China, Ships.	Coast of China, Steamships under 60 tons.	Coast of China, Junks.	Cochin China.	inent of Europe	Egypt.	Formosa.	Great Britain.	India and Straits Settlements.	Japanese Ports.	Java and other Islands in the Indian	
BRITISH.	WITH CARGOES.	Vessels,	26	13	30	3,162	...	...	71	15	3	...	96	155	187	
		Tons,	55,414	22,848	160,320	2,624,641	...	...	91,512	56,696	9,291	...	424,998	417,179	607,888	16,19
		Crews,	2,201	1,159	6,784	172,591	...	...	4,151	1,442	116	...	8,803	15,102	15,210	67
		Shipped, { Cargoes, .. Bunker Coal, ...	16,000 7,000	4,000 2,000	46,000 4,000	582,000 90,000	...	...	39,000 18,000	6,000 2,000	...	...	76,000 8,000	171,000 44,000	53,000 29,000	5,000 3,000
	IN BALLAST.	Vessels,	5	15	1	43	...	...	37	2	1	...	3	16	17	...
		Tons,	8,373	38,910	3,242	66,077	...	...	51,858	1,326	2,510	...	10,666	29,822	47,399	18,41
		Crews,	253	724	34	2,494	...	...	2,092	115	42	...	216	1,095	748	36
		Bunker Coal,	1,000	4,000	...	6,000	...	...	7,000	1,000	...	...	1,000	6,000	1,000	2,000
	TOTAL.	Vessels,	31	28	31	3,205	...	...	108	17	4	...	99	171	204	16
		Tons,	63,787	61,758	163,562	2,690,718	...	...	143,370	5,022	11,801	...	435,664	447,001	655,287	34,611
Crews,		2,454	1,883	6,818	175,085	...	...	6,243	557	158	...	9,019	16,197	15,958	1,036	
Shipped, { Cargoes, .. Bunker Coal, ...		16,000 8,000	4,000 6,000	46,000 4,000	582,000 96,000	...	...	39,000 25,000	000 000	...	...	76,000 9,000	171,000 50,000	53,000 30,000	5,000 5,000	
FOREIGN.	WITH CARGOES.	Vessels,	21	17	21	1,195	681	11,627	38	105	...	90	19	71	305	66
		Tons,	62,760	22,016	79,691	1,043,796	31,996	1,406,863	52,681	538	...	92,804	103,333	217,579	987,096	163,620
		Crews,	2,225	1,147	1,701	64,681	15,263	184,314	1,878	388	...	4,825	2,547	4,280	26,049	4,378
		Shipped, { Cargoes, .. Bunker Coal, ...	23,000 3,000	7,000 3,000	35,000 ...	294,000 43,000	...	981,000 4,000	20,000 8,000	6,000 3,000	...	...	74,000 ...	14,000 ...	88,000 2,000	117,000 50,000	60,000 8,000
	IN BALLAST.	Vessels,	...	7	1	70	2,440	1,605	33	1	...	10	...	53	123	3
		Tons,	...	9,234	1,919	93,263	78,185	130,887	53,238	1,209	...	16,815	...	53,710	290,502	7,945
		Crews,	...	285	41	2,894	22,142	20,284	1,545	56	...	441	...	2,626	5,278	175
		Bunker Coal,	...	1,000	...	3,000	7,000	...	7,000	...	...	...	...	18,000	2,000	1,000
	TOTAL.	Vessels,	21	24	22	1,265	3,121	13,232	71	106	...	100	19	124	428	69
		Tons,	62,760	31,250	81,610	1,137,059	110,181	1,537,750	105,919	41,374	...	103,619	103,333	271,289	1,277,598	171,565
Crews,		2,225	1,432	1,742	67,575	37,405	204,598	3,423	1,344	...	5,266	2,547	6,906	31,327	4,553	
Shipped, { Cargoes, .. Bunker Coal, ...		23,000 3,000	7,000 4,000	35,000 ...	294,000 46,000	...	981,000 11,000	20,000 15,000	6,000 3,000	...	...	74,000 ...	14,000 ...	88,000 20,000	117,000 52,000	60,000 9,000
TOTAL.	WITH CARGOES.	Vessels,	47	30	51	4,357	681	11,627	109	190	3	90	115	226	492	75
		Tons,	113,174	44,864	240,011	3,668,437	31,996	1,406,863	144,193	40,334	9,291	92,804	528	4,984	179,812	...
		Crews,	4,426	2,306	8,335	237,272	15,263	184,314	6,029	1,880	116	4,825	11	3,382	41,259	5,051
		Shipped, { Cargoes, .. Bunker Coal, ...	39,000 10,000	11,000 5,000	81,000 4,000	876,000 133,000	...	981,000 4,000	59,000 26,000	71,000 32,000	...	74,000 1,000	9,000 ...	259,000 46,000	170,000 79,000	65,000 11,000
	IN BALLAST.	Vessels,	5	22	2	113	2,440	1,605	70	3	1	10	3	69	140	10
		Tons,	8,373	48,144	5,161	159,340	78,185	130,887	105,096	3,535	2,510	16,815	10,666	83,532	337,901	26,364
		Crews,	253	1,009	75	5,388	22,142	20,284	3,637	171	42	441	216	3,721	6,026	538
		Bunker Coal,	1,000	5,000	...	9,000	7,000	...	14,000	1,000	...	...	1,000	24,000	3,000	3,000
	TOTAL.	Vessels,	52	52	53	4,470	3,121	13,232	179	123	4	100	118	295	632	85
		Tons,	126,547	93,008	243,172	3,827,777	110,181	1,537,750	249,289	47,769	11,801	103,619	103,333	271,289	1,932,885	206,176
Crews,		4,679	3,315	8,560	242,660	37,405	204,598	9,666	1,901	158	5,266	11,506	23,103	47,285	5,589	
Shipped, { Cargoes, .. Bunker Coal, ...		39,000 11,000	11,000 10,000	81,000 4,000	876,000 142,000	...	981,000 11,000	59,000 40,000	71,000 33,000	...	74,000 1,000	...	259,000 9,000	170,000 70,000	65,000 82,000	11,000 14,000

PAGE, CREWS and CARGOES of VESSELS *CLEARED* in the COLONY of HONGKONG & EACH CO

COUNTRIES TO WHICH DEPARTED.

Coast of China, Steamships under 60 tons.	Coast of China, Junks.	Cochin China.	inent of Europe.	Egypt.	Formosa.	Great Britain.	India and Straits Settlements.	Japanese Ports.	Java and other Islands in the Indian Archipelago.	Kwongchow.	Macao, Sh. ps.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.		Ports in Hainan and Gulf of Tonkin.	Port Arthur.
...	...	71	15	3	...	96	155	187	9	...	1,133	...	...	...	...	05	64	...
...	...	91,512	56,696	9,291	..	424,998	417,179	607,888	16,192	...	671,494	...	...	...	...	93	69,601	...
...	...	4,151	1,442	116	...	8,803	15,102	15,210	673	...	31,834	...	...	...	...	42	3,952	...
...	...	39,000	6 000	...	...	76,000	171,000	53,000	5,000	...	73,000	...	...	...	...	60	23,000	...
...	...	18,000	2 000	1,000	...	8,000	44,000	29,000	3,000	...	19,000	...	...	...	...	...	6,000	...
...	...	37	2	1	...	3	16	17	7	...	1	...	...	...	...	4	83	...
...	...	51,858	7,326	2,510	...	10,666	29,822	47,399	18,419	...	765	...	...	...	...	88	102,312	...
...	...	2,092	115	42	...	216	1,095	748	363	...	29	...	...	...	...	14	4,352	...
...	...	7,000	1,000	...	...	1,000	6,000	1,000	2,000	...	...	...	...	...	...	1,000	7,000	...
...	...	108	17	4	...	99	171	204	16	...	1,134	...	...	...	...	109	147	...
...	...	143,370	1,022	11,801	...	435,664	447,001	655,287	34,611	...	672,259	...	...	...	...	137,131	171,913	...
...	...	6,243	557	158	...	9,019	16,197	15,958	1,086	...	31,863	...	...	...	...	6,956	8,304	...
...	...	39,000	000	...	...	76,000	171,000	53,000	5,000	...	73,000	...	...	...	...	...	23,000	...
...	...	25,000	000	1,000	...	9,000	50,000	30,000	5,000	...	19,000	...	...	...	...	...	13,000	...
681	11,627	38	105	...	90	19	71	305	66	82	5	308	488	1	...	...	137	...
31,996	1,406,863	52,681	538	...	92,804	103,333	217,579	987,096	163,320	39,998	4,491	17,549	51,893	831	...	30,913	103,329	...
15,263	184,314	1,878	388	...	4,825	2,547	4,280	26,049	4,378	3,881	194	12,105	7,156	47	...	1,861	5,370	...
...	981,000	20,000	6 000	...	74,000	14,000	88,000	117,000	60,000	19,000	...	10,000	36,000	1,000	...	20,000	53,000	...
4,000	...	8,000	3 000	...	...	...	2,000	50,000	8,000	7,000	...	1,000	...	...	...	8,000	11,000	...
2,440	1,605	33	1	...	10	...	53	123	3	2	133	24	127	...	...	10	97	...
78,185	130,887	53,238	1,209	...	16,815	...	53,710	290,502	7,945	646	23,069	612	20,599	...	...	12,845	125,444	...
22,142	20,284	1,545	56	...	441	...	2,626	5,278	175	65	1,576	222	857	...	...	396	3,688	...
7,000	...	7,000	...	...	...	...	18,000	2,000	1,000	...	1,000	...	...	...	...	2,000	12,000	...
3,121	13,232	71	106	...	100	19	124	428	69	84	138	332	615	1	...	33	234	...
110,181	1,537,750	105,919	41 3,747	...	109,619	103,333	271,289	1,277,598	171,565	40,644	27,560	18,161	72,492	831	...	43,758	228,773	...
37,405	204,593	3,423	1 3,444	...	5,266	2,547	6,906	31,327	4,553	3,946	1,770	12,327	8,013	47	...	2,257	9,058	...
...	981,000	20,000	6 5,000	...	74,000	14,000	88,000	117,000	60,000	19,000	...	10,000	36,000	1,000	...	20,000	53,000	...
11,000	...	15,000	3 0,000	...	...	...	20,000	52,000	9,000	7,000	1,000	1,000	...	...	...	10,000	23,000	...
681	11,627	109	190	3	90	115	226	492	75	82	1,138	308	488	...	...	128	201	...
31,996	1,406,863	144,193	4 234	9,291	92,804	528	...	1,984	179 812	39,998	675,985	17,549	51,893	831	...	162,006	172,930	...
15,263	184,314	6,029	1 830	1,116	4,825	11	3,382	41,259	5,051	3,881	32,028	12,105	7,156	47	...	8,603	9,322	...
...	981,000	59,000	71,000	...	74,000	9,000	259,000	170,000	65,000	19,000	73,000	10,000	36,000	1,000	...	29,000	76,000	...
4,000	...	26,000	32,000	1,000	...	...	46,000	79,000	11,000	7,000	19,000	1,000	...	...	...	30,000	17,000	...
2,440	1,605	70	3	1	10	3	69	140	10	2	134	24	127	...	...	14	180	...
78,185	130,887	105,096	3,535	2,510	16,815	1,666	83,532	337,901	26,364	646	23,834	612	20,599	...	...	18,933	227,756	...
22,142	20,284	3,637	171	42	441	216	3,721	6,026	538	65	1,605	222	857	...	...	610	8,040	...
7,000	...	14,000	1,000	...	...	1,000	24,000	3,000	3,000	...	1,000	...	...	...	...	3,000	19,000	...
3,121	13,232	179	123	1	100	118	295	632	85	84	1,272	332	615	1	...	142	381	...
110,181	1,537,750	249,289	47 769	11,801	109,619	38,997	718,290	1,932,885	206,176	40,644	699,819	18,161	72,492	831	...	80,939	400,686	...
37,405	204,593	9,666	1,001	158	5,266	11,506	23,103	47,285	5,589	3,946	33,633	12,327	8,013	47	...	9,200	17,362	...
...	981,000	59,000	71,000	...	74,000	...	259,000	170,000	65,000	19,000	73,000	10,000	36,000	1,000	...	29,000	76,000	...
11,000	...	40,000	33,000	1,000	...	9,000	70,000	82,000	14,000	7,000	20,000	1,000	...	...	...	33,000	36,000	...

in the COLONY of HONGKONG & EACH COUNTRY, in the YEAR 1914.

WHICH DEPARTED.

Kwongchau-wan.	Macao, Ships.	Macao, Steamships under 60 tons.	Macao, Junks.	Mauritius.	North America.	Ports in Hainan and Gulf of Tonkin.	Port Arthur.	Russia in Asia.	Siam.	South Africa.	South America.	South Pacific.	Tsingtau.	United States of America.	Wei-hai-wei.	TOTAL.
...	1,133	...	...	...	...	05 64	...	7	32	3	2	...	8	59	2	5,182
...	671,494	...	...	...	...	93 69,601	...	20,001	41,797	8,751	6,358	...	12,092	205,643	2,428	5,656,237
...	31,834	...	...	...	...	42 3,952	...	380	1,908	215	185	...	574	4,411	124	278,557
...	73,000	...	...	...	...	60 23,000	...	...	16,000	8,000	...	...	10,000	60,000	2,000	1,299,000
...	19,000	...	...	...	...	...	6,000	1,000	9,000	1,000	...	...	...	4,000	...	270,000
...	1	...	...	...	...	4 83	...	3	10	...	...	...	...	20	2	270
...	765	...	...	...	...	88 102,312	...	7,227	19,245	...	...	...	...	61,228	3,552	485,019
...	29	...	...	...	...	14 4,352	...	101	541	...	...	...	...	937	138	14,488
...	...	...	...	...	...	1,000 7,000	...	1,000	1,000	...	...	...	...	9,000	2,000	50,000
...	1,134	...	...	...	...	109 147	...	10	42	3	2	...	8	79	4	5,452
...	672,259	...	...	...	...	137,131 17,1913	...	27,228	61,042	8,751	6,358	...	12,092	266,871	5,980	6,141,256
...	31,863	...	...	...	...	6,956 8,304	...	481	2,449	215	185	...	574	5,348	...	293,045
...	73,000	...	...	...	...	23,000	...	...	16,000	8,000	...	...	10,000	60,000	2	1,299,000
...	19,000	...	...	...	...	13,000	...	2,000	10,000	1,000	...	...	...	13,000	2	320,000
82	5	308	488	1	...	137	...	10	123	...	5	1	2	81	...	15,522
998	4,491	17,549	51,893	831	...	30,913 103,329	...	27,157	132,804	...	19,997	2,703	2,341	429,624	...	5,540,403
381	194	12,105	7,156	47	...	1,861 5,370	...	561	6,949	...	499	47	71	13,959	...	379,376
000	...	10,000	36,000	1,000	...	20,000 53,000	...	3,000	74,000	...	9,000	...	1,000	109,000	...	2,113,000
000	...	1,000	...	...	...	8,000 11,000	...	1,000	42,000	...	...	...	...	3,000	...	224,000
2	133	24	127	...	...	10 97	...	1	27	...	1	1	1	1	...	4,771
346	23,069	612	20,599	...	...	12,845 125,444	...	1,021	28,700	...	1,169	769	951	1,043	...	953,775
65	1,576	222	857	...	...	396 3,638	...	60	1,415	...	68	49	45	13	...	64,221
...	1,000	...	...	...	...	2,000 12,000	...	...	7,000	...	...	...	...	...	...	61,000
84	138	332	615	1	...	33 234	...	11	150	...	6	2	3	82	...	20,293
44	27,560	18,161	72,492	831	...	43,758 228,773	...	28,178	161,504	...	21,166	3,472	3,292	430,667	...	6,491,178
46	1,770	12,327	8,013	47	...	2,257 9,058	...	621	8,364	...	567	96	116	13,972	...	443,597
00	...	10,000	36,000	1,000	...	20,000 53,000	...	3,000	74,000	...	9,000	...	1,000	109,000	...	2,113,000
00	1,000	1,000	...	...	...	10,000 23,000	...	1,000	49,000	...	...	...	...	3,000	...	...
82	1,138	308	488	...	...	128 201	...	17	155	3	2	1	10	...	2	...
98	675,985	17,549	51,893	831	...	462,006 172,930	...	47,158	174,601	8,751	26,355	2,703	14,433	635,267	2	...
81	32,028	12,105	7,156	47	...	8,603 9,322	...	941	8,857	215	684	47	645	18,370	124	631,955
00	73,000	10,000	36,000	1,000	...	29,000 76,000	...	3,000	90,000	8,000	9,000	...	11,000	169,000	2,000	3,412,000
00	19,000	1,000	...	...	...	30,000 17,000	...	2,000	51,000	1,000	...	...	...	7,000	...	494,000
2	134	24	127	...	...	14 180	...	4	37	...	1	1	1	21	2	5,041
46	23,834	612	20,599	...	...	18,933 227,756	...	8,248	47,945	...	1,169	769	951	62,271	3,552	1,438,794
35	1,605	222	857	...	...	610 8,040	...	161	1,956	...	68	49	45	950	138	78,709
...	1,000	...	...	...	...	3,000 19,000	...	1,000	8,000	...	...	...	...	9,000	2,000	111,000
34	1,272	332	615	1	...	142 381	...	21	192	3	8	2	11	161	4	25,745
44	699,819	18,161	72,492	831	...	80,939 400,686	...	55,406	222,546	8,751	27,524	3,472	15,384	697,538	5,980	12,635,434
6	33,633	12,327	8,013	47	...	9,211 17,362	...	1,102	10,813	215	752	96	690	19,320	262	736,642
00	73,000	10,000	36,000	1,000	...	29,000 76,000	...	3,000	90,000	8,000	9,000	...	11,000	169,000	2,000	3,412,000
00	20,000	1,000	...	...	...	33,000 36,000	...	3,000	59,000	1,000	...	...	...	16,000	2,000	605,000

**Table III.—NUMBER, TONNAGE, and CREWS of VESSELS of EACH NATION
ENTERED at Ports in the Colony of Hongkong in the Year 1914.**

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	5,225	5,797,625	285,444	231	373,523	13,690	5,456	6,171,148	299,134
American,	59	236,664	9,372	2	1,003	72	61	237,667	9,444
Austrian,	30	98,693	2,114	.....	.....	.....	30	98,693	2,114
Chinese,	963	687,445	52,816	24	20,784	1,264	987	708,229	54,080
Chinese Junks,	7,511	799,834	110,346	6,116	799,669	97,980	13,627	1,599,503	208,326
Danish,	16	46,906	578	.....	.....	.....	16	46,906	578
Dutch,	83	222,481	6,024	41	30,219	1,676	124	252,700	7,700
French,	151	246,756	13,801	3	1,524	106	154	248,280	13,907
German,	337	679,746	25,485	13	12,106	588	350	691,852	26,073
Japanese,	743	1,986,112	50,551	83	128,382	3,558	826	2,114,494	54,109
Norwegian,	182	192,131	7,731	23	26,590	833	205	218,721	8,564
Portuguese,	192	52,002	4,578	6	1,540	211	198	53,542	4,789
Russian,	17	48,977	962	3	5,744	170	20	54,721	1,132
Swedish,	10	23,963	377	2	130	18	12	24,093	395
Steamships under 60 tons trading to ports outside the Colony, }	1,781	68,597	33,835	1,622	55,044	15,837	3,403	123,641	49,672
TOTAL,	17,300	11,187,932	604,014	8,169	1,456,258	136,003	25,469	12,644,190	740,017

Table IV.—NUMBER, TONNAGE, and CREWS of VESSELS of EACH NATION
** CLEARED* at Ports in the Colony of Hongkong in the Year 1914.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British,	5,182	5,656,237	278,557	270	485,019	14,488	5,452	6,141,256	293,045
American,	54	234,246	9,333	13	20,218	506	67	254,464	9,839
Austrian,	31	102,599	2,872	.....	.....	.....	31	102,599	2,872
Chinese,	967	696,362	53,094	19	10,910	766	986	707,272	53,860
Chinese Junks,	12,115	1,458,756	191,470	1,732	151,486	21,141	13,847	1,610,242	212,611
Danish,	16	46,906	605	.....	.....	.....	16	46,906	605
Dutch,	107	229,426	6,739	17	23,074	820	124	252,500	7,559
French,	147	241,983	13,414	9	8,158	373	156	250,141	13,787
German,	248	585,407	20,189	106	107,064	5,164	354	692,471	25,353
Japanese,	598	1,621,770	42,167	225	475,635	9,416	823	2,097,405	51,583
Norwegian,	162	167,695	7,857	44	51,895	1,797	206	219,590	9,654
Portuguese,	62	29,638	2,903	134	23,074	1,619	196	52,712	4,522
Russian,	17	52,172	1,036	3	2,549	164	20	54,721	1,200
Swedish,	9	23,898	329	3	195	26	12	24,093	355
No Flag, .....	.....	.....	.....	2	720	65	2	720	65
Steamships under 60 tons trading to ports outside the Colony,	989	49,545	27,368	2,464	78,797	22,364	3,453	128,342	49,732
TOTAL,	20,704	11,196,640	657,933	5,041	1,438,794	78,709	25,745	12,635,434	736,642

Table V.—TOTAL NUMBER, TONNAGE, CREWS and CARGOES of STEAM VESSELS
ENTERED at EACH PORT in the COLONY of HONGKONG in the YEAR 1914.

		NAMES OF PORTS.														
		Aberdeen.	Cheung Chaud.	Long Ket.	Saikung.	Shaukiwan.	Stanley.	Tai O.	Tai Po.	Yau-mai.	Victoria.	Hunghom.	TOTAL.			
BRITISH.	WITH CARGOES.	Vessels,	...	...	...	...	...	...	...	...	5,225	...	5,225			
		Tons,	...	...	...	...	...	...	...	...	5,797,625	...	5,797,625			
		Crews,	...	...	...	...	...	...	...	...	285,444	...	285,444			
		Cargoes, {	Discharged, ...	...	...	...	...	...	...	...	...	2,099,000	...	2,099,000		
			Transit,	...	...	...	...	...	...	...	...	2,281,000	...	2,281,000		
	IN BALLAST.	Vessels,	...	...	...	...	...	...	...	...	231	...	231			
		Tons,	...	...	...	...	...	...	...	...	373,523	...	373,523			
		Crews,	...	...	...	...	...	...	...	...	13,690	...	13,690			
	TOTAL.	Vessels,	...	...	...	...	...	...	...	...	5,456	...	5,456			
		Tons,	...	...	...	...	...	...	...	...	6,171,148	...	6,171,148			
		Crews,	...	...	...	...	...	...	...	...	299,134	...	299,134			
		Cargoes, {	Discharged, ...	...	...	...	...	...	...	...	...	2,099,000	...	2,099,000		
Transit,	...		...	...	...	...	...	...	...	2,281,000	...	2,281,000				
FOREIGN.	WITH CARGOES.	Vessels,	65	136	...	37	438	...	89	...	694	10,616	...	12,075		
		Tons,	4,339	4,662	...	1,168	79,813	...	1,755	...	46,678	5,251,892	...	5,390,307		
		Crews,	602	1,247	...	259	6,452	...	537	...	7,242	302,231	...	318,570		
		Cargoes, {	Discharged, ...	1,000	1,000	...	1,000	48,000	...	1,000	...	16,000	2,779,000	...	2,847,000	
			Transit,	...	...	...	...	...	...	...	...	2,128,000	...	2,128,000		
	IN BALLAST.	Vessels,	20	91	...	...	211	...	34	...	182	7,400	...	7,938		
		Tons,	387	2,114	...	...	43,987	...	673	...	15,345	1,020,229	...	1,082,735		
		Crews,	133	664	...	...	3,999	...	200	...	2,572	114,745	...	122,313		
	TOTAL.	Vessels,	85	227	...	37	649	...	123	...	876	18,016	...	20,013		
		Tons,	4,726	6,776	...	1,168	123,800	...	2,428	...	62,023	6,272,121	...	6,473,042		
		Crews,	735	1,911	...	259	10,451	...	737	...	9,814	416,976	...	440,883		
		Cargoes, {	Discharged, ...	1,000	1,000	...	1,000	48,000	...	1,000	...	16,000	2,779,000	...	2,847,000	
	Transit,		...	...	...	...	...	...	...	...	2,128,000	...	2,128,000			
	TOTAL.	WITH CARGOES.	Vessels,	65	136	...	37	438	...	89	...	694	15,841	...	17,300	
			Tons,	4,339	4,662	...	1,168	79,813	...	1,755	...	46,678	11,049,517	...	11,187,932	
			Crews,	602	1,247	...	259	6,452	...	537	...	7,242	587,675	...	604,014	
			Cargoes, {	Discharged, ...	1,000	1,000	...	1,000	48,000	...	1,000	...	16,000	4,878,000	...	4,946,000
				Transit,	...	...	...	...	...	...	...	...	4,409,000	...	4,409,000	
IN BALLAST.		Vessels,	20	91	...	...	211	...	34	...	182	7,631	...	8,169		
		Tons,	387	2,114	...	...	43,987	...	673	...	15,345	1,393,752	...	1,456,258		
		Crews,	133	664	...	...	3,999	...	200	...	2,572	128,435	...	136,003		
TOTAL.		Vessels,	85	227	...	37	649	...	123	...	876	23,472	...	25,469		
		Tons,	4,726	6,776	...	1,168	123,800	...	2,428	...	62,023	12,443,269	...	12,644,190		
		Crews,	735	1,911	...	259	10,451	...	737	...	9,814	716,110	...	740,017		
		Cargoes, {	Discharged, ...	1,000	1,000	...	1,000	48,000	...	1,000	...	16,000	4,878,000	...	4,946,000	
			Transit,	...	...	...	...	...	...	...	...	4,409,000	...	4,409,000		

Table VI.—TOTAL NUMBER, TONNAGE, CREWS and CARGOES of STEAM VESSELS
CLEARED at EACH PORT in the COLONY of HONGKONG in the YEAR 1914.

		NAMES OF PORTS.												TOTAL.
		Aberdeen.	Cheung Chai.	Deep Bay.	Hung Hom.	Long Ket.	Saikung.	Shaukiwan.	Stanley.	Tai O.	Tai Po.	Yaumati.	Victoria.	
BRITISH.	WITH CARGOES.	Vessels,	...	...	...	...	...	...	...	...	...	...	5,182	5,182
		Tons,	...	...	...	...	...	...	...	...	...	...	5,656,237	5,656,237
		Crews,	...	...	...	...	...	...	...	...	...	...	278,557	278,557
		Shipped, { Cargoes,	...	...	...	...	...	...	...	...	...	...	1,299,000	1,299,000
	IN BALLAST.	{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	270,000	270,000
		Vessels,	...	...	...	...	...	...	...	...	...	...	270	270
		Tons,	...	...	...	...	...	...	...	...	...	...	485,019	485,019
		Crews,	...	...	...	...	...	...	...	...	...	...	14,488	14,488
	TOTAL.	Bunker Coal,	...	...	...	...	...	...	...	...	...	...	50,000	50,000
		Vessels,	...	...	...	...	...	...	...	...	...	...	5,452	5,452
		Tons,	...	...	...	...	...	...	...	...	...	...	6,141,256	6,141,256
		Crews,	...	...	...	...	...	...	...	...	...	...	293,045	293,045
FOREIGN.	WITH CARGOES.	Shipped, { Cargoes,	...	...	...	...	...	...	...	...	...	...	1,299,000	1,299,000
		{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	320,000	320,000
	IN BALLAST.	Vessels,	52	177	...	...	37	483	...	144	...	654	13,975	15,522
		Tons,	1,385	5,551	...	...	1,168	83,237	...	3,910	...	42,738	5,402,414	5,540,403
		Crews,	358	1,533	...	...	259	7,714	...	956	...	6,803	361,753	379,376
		Shipped, { Cargoes,	1,000	1,000	...	...	...	58,000	...	2,000	...	22,000	2,029,000	2,113,000
	TOTAL.	{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	224,000	224,000
		Vessels,	21	50	...	...	...	222	...	61	...	38	4,379	4,771
		Tons,	766	1,198	...	...	...	41,872	...	1,035	...	3,037	905,867	953,775
		Crews,	160	378	...	...	...	3,493	...	358	...	421	59,411	64,221
TOTAL.	WITH CARGOES.	Bunker Coal,	...	...	...	...	...	...	...	...	...	...	61,000	61,000
		Vessels,	73	227	...	...	37	705	...	205	...	692	18,354	20,293
		Tons,	2,151	6,749	...	...	1,168	125,109	...	4,945	...	45,775	6,308,281	6,494,178
		Crews,	518	1,911	...	...	259	11,207	...	1,314	...	7,224	421,164	443,597
	IN BALLAST.	Shipped, { Cargoes,	1,000	1,000	...	...	...	58,000	...	2,000	...	22,000	2,029,000	2,113,000
		{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	285,000	285,000
		Vessels,	52	177	...	...	37	483	...	144	...	654	19,157	20,704
		Tons,	1,385	5,551	...	...	1,168	83,237	...	3,910	...	42,738	11,058,651	11,196,640
		Crews,	358	1,533	...	...	259	7,714	...	956	...	6,803	640,310	657,933
	TOTAL.	Shipped, { Cargoes,	1,000	1,000	...	...	...	58,000	...	2,000	...	22,000	3,328,000	3,412,000
		{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	494,000	494,000
TOTAL.	WITH CARGOES.	Vessels,	21	50	...	...	...	222	...	61	...	38	4,649	5,041
		Tons,	766	1,198	...	...	...	41,872	...	1,035	...	3,037	1,390,886	1,438,794
		Crews,	160	378	...	...	...	3,493	...	358	...	421	73,899	78,709
		Bunker Coal,	...	...	...	...	...	...	...	...	...	...	111,000	111,000
	IN BALLAST.	Vessels,	73	227	...	...	37	705	...	205	...	692	23,806	25,745
		Tons,	2,151	6,749	...	...	1,168	125,109	...	4,945	...	45,775	12,449,537	12,635,434
		Crews,	518	1,911	...	...	259	11,207	...	1,314	...	7,224	714,209	736,642
		Shipped, { Cargoes,	1,600	1,000	...	...	...	58,000	...	2,000	...	22,000	3,328,000	3,412,000
	TOTAL.	{ Bunker Coal,	...	...	...	...	...	...	...	...	...	...	605,000	605,000
		Vessels,	52	177	...	...	37	483	...	144	...	654	19,157	20,704
		Tons,	1,385	5,551	...	...	1,168	83,237	...	3,910	...	42,738	11,058,651	11,196,640
		Crews,	358	1,533	...	...	259	7,714	...	956	...	6,803	640,310	657,933

Table VII.

**Total Number, Tonnage, Crews, Passengers and Cargoes of Junks ENTERED at Ports in the Colony of Hongkong,
from Ports on the Coast of China and Macao, in the Year 1914.**

	CARGO.						BALLAST.				TOTAL.			
	Vessels.	Tons.	Crew.	Passen- gers.	Cargo. Tons.	Ves- sels.	Tons.	Crew.	Passen- gers.	Ves- sels.	Tons.	Crew.	Passen- gers.	Cargo, Tons.
Canton,	1,064	170,397	19,408	...	74,971	2,435	430,722	42,965	...	3,499	601,119	62,373	...	74,971
West River,	3,824	409,618	64,523	62,030	156,575	2,745	296,521	43,972	3,321	6,569	606,139	108,495	65,351	156,575
Macao,	276	38,585	2,737	7	19,669	434	45,386	6,727	...	710	83,971	9,464	7	19,667
East Coast,	1,901	149,277	18,468	81	95,464	295	14,015	1,727	40	2,196	163,290	20,135	121	95,464
West Coast,	446	31,959	5,270	214	7,311	207	13,025	2,589	200	653	44,984	7,859	415	7,311
Total, 1914,	7,511	799,836	110,346	62,832	353,990	6,116	799,669	97,980	3,561	13,627	1,499,503	203,326	65,894	353,988
Total, 1913,	8,240	832,071	113,444	50,798	340,584	4,566	614,956	77,272	2,943	12,806	1,447,027	190,716	53,741	340,584

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 1914.

	CARGO.					BALLAST.					TOTAL.				
	Vessels.	Tons.	Crew.	Passen- gers.	Cargo, Tons.	Ves- sels.	Tons.	Crew.	Passen- gers.	Ves- sels.	Tons.	Crew.	Passen- gers.	Cargo, Tons.	
Canton,.....	4,278	702,258	73,812	...	595,008	42	4,069	527	...	4,320	706,327	74,339	...	595,008	
West River.....	5,133	580,929	89,526	65,698	328,497	921	4,672	12,254	158	6,054	629,601	101,780	65,856	328,497	
Macao,	488	51,893	7,156	15	36,365	127	20,599	857	...	615	72,492	8,013	15	36,365	
East Coast,	1,638	89,213	14,600	2	41,205	602	76,325	7,199	96	2,240	165,856	21,799	98	41,205	
West Coast,	578	43,463	6,376	490	16,195	40	1,501	302	272	618	35,964	6,678	762	16,195	
Total, 1914, ...	12,115	1,467,756	191,470	66,205	1,017,270	1,732	151,666	21,139	526	13,847	1,610,240	112,609	66,731	1,017,270	
Total, 1913,	11,079	1,293,044	164,199	56,998	883,735	1,768	142,447	19,628	550	12,847	1,435,491	183,827	57,548	883,735	

Table IX.
Statement of Licensed Steam-launches Entered in the Colony of Hongkong during the year 1914.

PLACES.	TOWING.				NOT TOWING.				TOTAL.					
	Vessels.	Tonnage.	Crews.	Passengers.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo, Tons.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo, Tons.
Within the Waters of the Colony, 1913, ... Do., 1914, ...	104,391	2,339,846	739,936	4,948	103,328	3,020,456	759,390	3,732,329	892	208,219	5,360,302	1,499,326	3,737,277	892
	133,897	2,863,330	1,082,063	...	80,190	2,276,398	642,917	3,674,781	965	219,087	6,135,728	1,724,980	3,674,781	965
Outside the Waters of the Colony :—														
	367	10,043	3,044	...	828	19,003	6,501	...	...	1,195	29,046	9,545	...	...
	85	2,606	756	393	64	2,029	535	614	...	149	4,635	1,291	1,007	...
	9	229	70	...	277	18,339	12,301	7,789	4,287	286	18,568	12,371	7,789	4,287
	75	2,072	600	...	491	26,062	13,464	15,962	...	566	28,134	14,064	15,962	...
	1,086	40,094	11,867	...	121	3,164	1,034	...	...	1,207	43,258	12,401	...	...
Total,.....	1,622	55,044	15,837	393	1,781	68,597	33,835	24,365	4,287	3,403	123,641	49,672	24,758	4,287

Table X.
Statement of Licensed Steam-launches Cleared in the Colony of Hongkong during the year 1914.

PLACES.	TOWING.					NOT TOWING.					TOTAL.				
	Vessels.	Ton- nage.	Crews.	Passen- gers.	Vessels.	Ton- nage.	Crews.	Passen- gers.	Cargo, Tons.	Vessels.	Ton- nage.	Crews.	Passen- gers.	Cargo, Tons.	Bunker Coal, Tons.
Within the Waters of the Colony Do.,	104,354	2,358,880	739,606	2,687	103,865	3,001,443	755,720	3,742,647	967	208,219	5,340,302	1,499,336	3,745,334	967	38,983
	138,717	2,857,890	1,080,263	...	80,370	2,281,638	644,717	3,610,539	969	219,087	5,139,728	1,724,960	3,610,639	969	37,730
Outside the Waters of the Colony :—															
Canton,	1,141	32,540	9,010	...	42	1,317	442	55	...	1,183	33,857	9,452	55	...	5,832
West River,	81	2,362	715	630	72	2,384	596	818	...	153	4,746	1,311	1,448	...	570
Macao,	24	612	222	...	308	17,549	12,105	11,565	9,460	332	18,161	12,327	11,565	9,460	1,265
East Coast,	80	2,131	635	...	492	26,086	13,598	15,805	51	572	28,217	14,233	15,805	51	2,331
Other places,	1,138	41,152	11,782	...	75	2,209	627	44	...	1,213	43,361	12,409	44	...	2,371
Total,	2,464	78,797	22,364	630	989	49,545	27,368	28,287	9,511	3,453	128,342	49,732	28,917	9,511	12,369

Table XI.

Number of Boat Licences issued and fees collected during the year 1914 as compared with the previous year.
(Under Table U, Section 40, of Ordinance No. 10 of 1899.)

DESCRIPTION OF BOATS.	1913.					1914.				
	LICENCE.	LICENCE BOOKS.	DUPLI- CATE.	REPAINT- ING.	FEES.	LICENCE.	LICENCE BOOK.	DUPLI- CATE.	REPAINT- ING.	FEES.
Licence Book, \$1.00 each,	...	1,953	...	...	\$ 1,953.00	...	3,612	...	...	\$ 3,612.00
" " \$5.00 "	...	...	...	...	...	...	2	...	...	10.00
Repainting, \$0.25 "	...	...	...	609	152.25	...	...	...	4,600	1,150.00
Passenger Boats, Classes A & B, ..	1,208	...	...	...	7,988.00	1,138	...	...	...	7,449.00
Cargo Boats,	1,384	...	...	...	24,562.50	1,468	...	...	...	32,941.43
Lighters,	173	...	...	...	8,108.25	180	...	...	...	8,270.25
Water Boats,	67	...	...	...	1,421.75	64	...	...	...	1,348.75
Other Boats,	5,597	...	...	...	22,133.00	10,461	...	...	...	42,186.75
Fish Drying Hulks,	81	...	...	...	563.00	64	...	...	...	481.25
Duplicate,	...	...	2	...	2.00	...	...	6	...	6.00
TOTAL,	8,510	1,953	2	609	\$66,883.75	13,375	3,614	6	4,600	\$ 97,455.43
Refunded on Lighters laid up,					\$ 144.74	...				
Total,					\$66,739.01	Total,				
						\$ 97,455.43				

Table XII.

Comparative Statement of Revenue collected in the Harbour
Department during the Years 1913 and 1914

Sub-head of Revenue.	Amount 1913.	Amount 1914.
	\$ c.	\$ c.
1. Light Dues, Ordinance 10 of 1899,	93,649.44	90,397.87
" Special Assessment,	104,648.41	103,667.97
2. Licences and Internal Revenue not other- wise specified :—		
Boat Licences, Ordinance 10 of 1899, ...	66,739.01	97,455.43
Chinese Passenger Ship Licences, Or- dinance 1 of 1889,	1,815.00	1,650.00
Emigration Brokers' Licences, Ordi- nance 1 of 1889,	1,600.00	1,600.00
Fines,	7,055.75	10,754.14
Forfeitures,	904.77	.....
Fishing Stake and Station Licences, Ordinance 10 of 1899,	171.00	185.60
Fishing Stake and Station Licences, do., from the New Territories,	2,839.70	2,629.00
Junk Licences, &c., Ord. 10 of 1899, ...	48,191.50	40,755.10
Junk Licences, &c., Ord. 10 of 1899, from the New Territories,	24,572.30	11,427.60
Pilots' Licences, Ordinance 3 of 1904, ...	70.00	75.00
Steam-launch Licences, &c., Ordinance 10 of 1899,	5,051.50	5,616.38
3. Fees of Court or Office, Payments for specific purposes and Reimburse- ments-in-Aid :—		
Engagement and Discharge of Seamen, Ordinance 10 of 1899,	31,576.20	33,489.80
Engagement of Masters and Engineers of Steam-launches, Ord. 10 of 1899,	227.00	313.50
Examination of Masters, &c., Ordinance 10 of 1899,	2,895.00	2,780.00
Gunpowder, Storage of—Ord. 10 of 1899,	15,341.21	12,315.34
Medical Examination of Emigrants, Ord. 1 of 1889,	*94,681.00	†55,471.50
Official Signatures, Ord. 14 of 1913,	776.00	1,280.00
Printed Forms, Sale of,	229.75	314.75
Private Moorings and Buoys, Rent for— Ordinance 10 of 1899,	3,570.00	3,480.00
Registry Fees (Merchant Shipping Act), Ordinance 10 of 1899,	1,438.01	1,841.00
Steam-launches, Surveyor's Certificates, Ordinance 10 of 1899,	3,375.00	3,915.00
Survey of Steamships, Ordinance 10 of 1899,	29,419.93	30,644.94
Sunday Cargo Working Permits, Ord. 1 of 1891,	71,400.00	66,950.00
4. Miscellaneous Receipts (other)—Message Fees for notifying ships signalled, ...	419.60	433.00
Sale of old lamps and unclaimed cartridges,	15.00	.....
Total,.....\$	612,672.08	579,442.92

* † See next page.

* Statement of Emigration Fees, 1913 :—

	<i>Revenue collected by.</i>	<i>Expenditure incurred by.</i>
Harbour Department	\$ 94,681.00	\$ 4,200.00 (Estimated.)
Office of Secretary for Chinese Affairs	5,618.00	4,028.15
Stamp Office, on account of Bill of Health	10,044.00	...
Medical Department	...	16,458.48
	\$110,343.00	\$ 24,686.63
Net Revenue.....	\$ 85,656.37	

† Statement of Emigration Fees, 1914 :—

	<i>Revenue collected by.</i>	<i>Expenditure incurred by.</i>
Harbour Department	\$ 55,456.50	\$ 4,200.00 (Estimated.)
Office of Secretary for Chinese Affairs	5,036.00	3,653.62
Stamp Office, on account of Bill of Health	9,036.00	...
Medical Department	...	14,990.77
	\$ 69,528.50	\$ 22,844.39
Net Revenue.....	\$ 46,684.11	

Table XIII.

Summary of Chinese Emigration from Hongkong for Ports other than in China, during the year 1914.

WHITHER BOUND.	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.				
Africa,	92	8	6	2	108	...	...	...	...	...	92	8	6	2	108	
Australia,	1,072	...	20	...	1,074	950	...	9	...	963	2,022	9	5	1	2,037	
Calcutta,	938	18	2	6	982	168	...	3	...	168	1,106	18	20	6	1,150	
Canada,	4,917	6	166	7	5,096	405	...	...	...	413	5,322	9	171	7	5,509	
Caroline Islands,	...	...	...	...	...	516	25	14	3	558	516	25	14	3	558	
Dutch Indies,	...	...	...	...	...	11,151	411	434	86	12,082	11,151	411	434	86	12,082	
Fiji,	57	...	2	...	59	...	...	...	...	...	57	...	2	...	59	
Honolulu,	24	...	3	...	27	976	183	69	31	1,259	1,000	183	72	31	1,286	
Japan,	13	...	...	...	13	416	28	108	6	558	429	28	108	6	571	
Marseilles,	...	...	...	...	...	103	...	...	...	103	103	...	...	...	103	
Mauritius,	162	15	19	8	204	174	28	25	1	228	336	43	44	9	432	
Mexico,	342	...	15	...	357	761	2	31	...	794	1,103	2	46	...	1,151	
South America,	129	1	...	...	138	323	9	174	...	506	452	10	182	...	644	
Straits Settlements,	30,081	6,540	2,235	832	39,688	4,160	755	283	83	5,286	34,241	7,295	2,523	915	44,974	
Tahiti,	724	14	13	1	752	10	2	1	...	13	734	16	14	1	755	
Timor,	157	...	...	...	157	...	...	...	...	...	157	...	...	...	157	
U. S. of America,	970	...	39	...	1,011	3,279	39	258	9	3,585	4,249	41	297	9	4,596	
United Kingdom,	114	...	...	...	114	...	...	...	...	...	114	...	...	...	114	
Total 1914,	39,792	6,601	2,528	856	49,780	25,392	1,194	1,410	220	26,516	63,184	8,098	3,938	1,076	76,296	
Do. 1913,	82,839	13,790	5,419	1,617	103,665	33,642	2,810	2,200	442	39,094	126,481	7,600	7,619	2,059	142,759	
Total Passengers by British Ships,					39,792	Total Passengers by Foreign Ships,					39,792	856				
Total Passengers by British Ships,					23,392	Total Passengers by Foreign Ships,					23,392	220				
Excess of Passengers by British Ships,					16,400	Excess of Passengers by British Ships,					16,400	636				
Total 1914,					23,264	Total 1914,					23,264	856				

Table XIV.

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 XV.

Number of Male and Female Emigrants from Hongkong to Ports other than in China,
for Ten Years, from 1905 to 1914 inclusive.

<i>Whither bound.</i>	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Straits Settlements, Males,	45,948	51,589	71,141	40,746	40,129	65,372	83,875	68,809	85,099	36,764
Straits Settlements, Females,	9,026	8,731	11,907	8,893	7,887	11,338	17,031	15,215	17,254	8,210
Total,	54,974	60,320	83,048	49,639	48,016	76,705	100,906	84,024	102,353	44,974
Other Ports, Males,	9,308	16,348	22,829	21,299	28,965	33,692	33,935	37,791	39,001	30,358
Other Ports, Females,	59	57	90	143	449	661	724	842	1,405	964
Total,	9,367	16,405	22,919	21,442	29,414	34,353	34,659	38,633	40,406	31,322
Grand Total,	64,341	76,725	105,967	71,081	77,430	111,058	135,565	122,657	142,759	76,296

Table XVI.

Summary of Chinese Emigrants Returned to Hongkong from Ports other than in China, during the Year 1914.

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.						
From Australia,	1,430	66	92	21	1,609	1,468	38	92	9	1,607	2,898	104	184	30	3,216
" Bangkok,	146	26	31	11	214	693	47	42	6	788	839	73	73	17	1,002
" Canada,	4,023	95	159	22	4,299	75	...	6	...	81	4,098	95	165	22	4,380
" Dutch Indies,	...	...	...	...	...	8,097	148	240	46	8,531	8,097	148	240	46	8,531
" Honolulu,	47	4	5	1	57	751	52	88	15	906	798	56	93	16	963
" Japan, ...	84	8	7	3	102	581	38	33	8	660	665	46	40	11	762
" Mauritius,	583	3	12	4	602	427	11	19	3	460	1,010	14	31	7	1,062
" Mexico,	121	4	6	...	131	144	3	10	1	158	265	7	16	1	289
" South America,	...	...	...	...	...	126	14	6	2	148	126	14	6	2	148
" Straits Settlements, ...	114,739	8,133	2,557	900	121,329	18,951	436	506	136	20,029	133,690	3,569	3,063	1,036	141,358
" U. S. of America,	758	20	41	2	821	5,747	201	272	75	6,295	6,505	221	313	77	7,116
Total Passengers, 1914, ...	121,931	3,359	2,910	964	129,164	37,060	988	1,314	301	39,663	158,991	4,347	4,224	1,965	168,827
Do., 1913, .	118,105	7,968	2,604	1,636	130,313	33,615	1,705	795	493	36,608	151,720	9,673	3,309	2,129	166,921
Total Passengers by British Vessels,															
Total Passengers by Foreign Vessels,															
Excess of Passengers by British Vessels,															

Table XVII.

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 XVIII.

Number of Male and Female Emigrants Returned to Hongkong from Ports other than in China, for 10 years, from 1905 to 1914, inclusive.

Where from.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Straits Settlements, Males,	114,653	110,525	121,935	125,228	112,093	110,439	114,069	123,594	133,363	136,753
Straits Settlements, Females,	6,210	4,043	2,403	4,422	3,387	7,524	5,688	7,869	10,381	4,605
Total,	120,863	114,568	124,338	129,650	115,480	117,963	119,757	131,463	133,744	141,358
Other Ports, Males,	19,291	19,848	21,387	27,869	29,180	30,986	28,816	30,335	31,756	26,462
Other Ports, Females,	329	496	97	290	161	615	1,321	1,450	1,421	1,007
Total,	19,620	20,344	21,484	28,159	29,341	31,601	30,137	31,785	33,177	27,469
Grand Total,	140,483	134,912	145,822	157,809	144,821	149,564	149,894	163,248	166,921	168,827

Table XIX.
Return of Vessels Registered at the Port of Hongkong, during the Year 1914.

Name of Vessel.	Official Number.	Registered Tonnage.	Horse Power.	Rig.	Build.	Where and when built.	Remarks.
1. Wa Sun,	133,247	149.78	180	...	Glencher	Hongkong, 1914	....
2. Tai Lee,	133,248	524.18	1,700	...	"	" ..... "	....
3. Queen Bee,	133,249	4.66	...	Yawl	Carvel	" 1912	....
4. Wuchang,	133,250	1,974.66	1,600	...	Glencher	" 1914	....
5. Wing On,	133,251	456.46	600	...	"	" ..... "	....
6. Iphis,	133,252	13.84	70	...	Carvel	" ..... "	....
7. Lips,	133,253	163.58	...	...	Glencher	" ..... "	....
8. Argestes,	133,254	163.58	...	...	"	" ..... "	....
9. Tungchow,	133,255	1,262.57	1,850	Schooner	Carvel	" ..... "	....
10. Tien Sang, ..	133,256	58.30	160	...	Glencher	Renfrew, 1884	Purchased from foreigners.
11. Rhumes,	133,257	378.26	...	...	"	Hongkong, 1912	....
12. Tarakan,	133,258	163.62	...	...	Carvel	" 1914	....
13. Tien Kwai, ...	133,259	58.59	160	...	Glencher	Low Walker on Tyne, 1902	....
14. Unio,	95,938	1,116.19	900	Schooner	"	Hongkong, 1914	....
15. Gannet,	133,260	58.88	350	...	"	" ..... "	....
16. Chungking, ...	137,671	1,310.56	1,400	Schooner	Carvel	" ..... "	....
17. Tien Kwan,	137,672	36.30	72	...	Glencher	" ..... "	....
18. Sin Tai Ng,	137,673	150.48	...	...	"	" ..... "	....
19. Sin Tai Luk,	137,674	150.48	...	...	"	" ..... "	....
20. Chekiang,	137,675	1,813.00	1,400	Schooner	"	" ..... "	....
21. Taikoo Ming,	137,676	23.94	150	...	"	" ..... "	....