

Colony by itself. In 1905 the Hongkong Government ceased to issue any subsidiary coin and in 1906 it began a policy of demonetising all its subsidiary coin received as revenue. This policy was continuously followed till 1918 except during a brief period in 1911. Coin to the face value of \$26,235,459 has thus been redeemed. The total issue by the Hongkong Government was of the face value of \$44,099,830.

STATEMENT OF SUBSIDIARY COINS.

Received, and redeemed (from 1911)

Blue Book 1911. Amount in circulation.		\$43,999,830
Since received :—Copper coin.		
1919... ..	25,000.00	
1923... ..	25,000.00	
1924... ..	50,000.00	100,000
		<hr/>
Total Amount put into circulation ...	...\$44,099,830	<hr/> <hr/>
Less since redeemed :—		
1911... ..	5,527,459.04	
1912... ..	1,040,000.00	
1913... ..	1,040,000.00	
1914... ..	5,000,000.00	
1915... ..	5,100,000.00	
1916... ..	5,028,000.00	
1918... ..	500,000.00	
1922... ..	3,000,000.00	26,235,459.04
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Total Amount of coin in circulation in 1924...	\$17,864,370.96	<hr/> <hr/>

II.—SHIPPING AND TRADE, INDUSTRIES, FISHERIES,
AGRICULTURE, AND LAND.

(a.)—SHIPPING.

The total Shipping entering and clearing at Ports in the Colony during the year 1924 amounted to 764,492 vessels of 56,731,077 Tons, which compared with the figures of 1923 show a decrease of 13,730 vessels and an increase of 3,328,838 Tons.

Of the above 57,765 Vessels of 38,770,499 tons were engaged in Foreign Trade as compared with 49,900 vessels of 35,011,533 tons, in 1923.

Table 1 shows a decrease in British Ocean-going Shipping of 92 ships or 1.7 per cent and an increase of 622,611 tons or 5.5 per cent. This decrease in ships is due to s.s. "*Tai Sang*" "*Wing Sang*" and "*Kasara*" being transferred to the Chinese flag. The increase in tonnage is due to larger vessels frequenting the Port.

Foreign Ocean-going vessels have increased by 426 ships and by 1,358,161 tons or 5.9 per cent in numbers and 9.3 per cent in tonnage. This increase in ships and tonnage is due to more and larger American and German vessels frequenting the Port also to a number of Norwegian, Chilian and Panama vessels put on the Coasting trade.

British River Steamers have increased by 1,112 ships with an increase in tonnage of 826,311 tons or 18.5 per cent in numbers and 15 per cent in tonnage. This increase in ships and tonnage is due to the s.s. "*Fook On*" "*Tung On*" "*Sai On*" and "*Hang Cheong*" built locally being put on the Canton run, also the Chinese s.s. "*Wei Shun*" and "*Ming Shun*" being converted into River Steamers and re-named the "*Paul Beau*" and "*Charles Harduin*".

Foreign River Steamers show an increase of 427 ships with an increase in tonnage of 182,617 tons or 22.5 per cent in numbers and 27.8 per cent in tonnage. This increase in ships and tonnage is due to the s.s. "*Yang Tse Kiang*" being converted into a River Steamer and re-named the "*Kung On*" also the "*Wc Ping*" being put on the West River run.

In Steamships not exceeding 60 tons employed in Foreign trade there is an increase of 3,020 ships with an increase in tonnage of 89,441 tons or 62.8 per cent in numbers and 62.8 per cent in tonnage. This increase in Launches and tonnage is due principally to the increase in towing trade between this Port and the Taishun District.

A comparison between the years 1923 and 1924 is given in the following table:—

Class of Vessels.	1923.		1924.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean-going,	5,389	11,222,141	5,297	11,844,752	...	622,611	92	...
Foreign Ocean-going,	7,248	14,671,917	7,674	16,030,078	426	1,358,161	...	...
British River Steamers,	6,008	5,698,350	7,120	6,524,661	1,112	826,311	...	...
Foreign River Steamers,	1,891	657,730	2,318	840,347	427	182,617	...	...
Steamships under 60 tons (Foreign Trade),	4,811	142,392	7,831	231,833	3,020	89,441	...	...
Junks, Foreign Trade,	24,553	2,619,003	27,525	3,298,828	2,972	679,825	...	...
Total, Foreign Trade,	49,900	35,011,533	57,765	38,770,499	7,957	3,758,966	92	...
Steam Launches plying in Waters of the Colony,	705,544	17,077,346	678,750	16,622,806	...	...	26,794	454,540
Junks, Local Trade,	*22,778	*1,313,360	†27,977	†1,337,772	5,199	24,412	...	...
Grand Total,	778,222	53,402,239	764,492	56,731,077	13,156	3,783,378	26,886	454,540
Nett Increase, .....					...	3,328,838	13,730	...

* Including 15,134 Conservancy and Dust Boats of 961,910 tons.
 † " " 15,212 " " " 654,199 "

Junks in Foreign trade show an increase of 2,972 vessels, and an increase of 679,825 tons or 12·1 per cent in numbers and 25·8 per cent in tonnage. This increase is due to the improvement of trade between this Port and Canton, Macao, East and West River Ports.

In Local trade (*i.e.* between places within the waters of the Colony) there is a decrease in Steam-Launches of 26,794 and a decrease in tonnage of 454,540 tons or 3·8 per cent in numbers and 2·6 per cent in tonnage. This decrease in numbers and tonnage is due to a number of launches being laid up during the year on account of the high cost of fuel.

Junks in Local Trade show an increase of 5,199 vessels and an increase of 24,412 tons or 22·8 per cent in numbers and 1·8 per cent in tonnage. This increase in vessels and tonnage is due principally to the improvement of trade and the installing of the Junk Office at Shaukiwan.

Of vessels of European construction 6,484 Ocean Steamers 4,715 River Steamers and 3,856 steamships not exceeding 60 tons entered during the year, giving a daily average of 41·2 ships as compared with 34·7 ships in 1923 and 33·2 ships in 1922.

The average tonnage of Individual Ocean vessels entering the Port has increased from 2,053·2 to 2,129·8 tons, British Ships from 2,070·9 to 2,234·3 tons Foreign Ships from 2,040·3 to 2,057·6 tons.

The average tonnage of Individual River Steamers entering during the year has increased from 628·1 to 659·8 tons, British River Steamers from 809·9 to 819·5 tons and Foreign River Steamers from 332·7 to 340·3 tons.

The actual number of Individual Ocean-going vessels of European construction during the year 1924 was 1,123 of which 416 were British and 707 Foreign. In 1923 the corresponding figures were 1,186, 529 British and 657 Foreign.

These 1,123 ships measured 3,552,722 tons. They entered 6,484 times and gave a collective tonnage of 13,809,974 tons.

Thus 63 Less Ships entered 163 more times and gave a collective tonnage greater by 830,941 tons, an average of 5,097·7 tons per entry.

Thus :—

Flag.	Steamers.		No. of times entered.		Total Tonnage.	
	1923.	1924.	1923.	1924.	1923.	1924.
British,	529	416	2,691	2,650	5,572,944	5,921,002
Japanese,	285	269	1,337	1,324	3,129,156	3,154,550
U.S.A.,	84	100	272	275	1,421,952	1,423,490
Chinese,	79	59	788	548	650,643	453,092
German,	29	33	71	79	275,583	317,416
Danish,	16	20	58	73	141,171	180,513
Dutch,	46	53	221	262	666,173	807,254
French,	39	39	281	278	515,507	535,528
Italian,	6	17	23	41	95,222	154,371
Panamaian,	6	4	105	33	63,242	34,843
Chilean,	6	8	122	257	52,975	130,606
Norwegian,	32	71	215	287	266,564	443,067
Portuguese,	13	17	108	200	51,003	91,017
Russian,	2	—	3	—	2,331	—
Siamese,	2	—	2	—	2,621	—
Swedish,	9	13	14	60	47,932	120,830
Spanish,	3	4	10	17	24,014	42,395
Total,	1,186	1,123	6,321	6,484	12,979,033	13,809,974

The Nationalities of the Crews in British and in Foreign Ships were as follows :—

	VESSELS.		BRITISH CREW.		OTHER EUROPEANS AND AMERICANS.		ASIATICS.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
British, ..	529	416	81,710	36,666	2,263	479	303,231	209,151
Foreign,	655	707	1,088	1,708	35,558	44,841	267,770	226,048
Total, ...	1,184	1,123	82,798	38,374	37,821	45,320	571,001	435,199

Hence in British ships :—			2nd in Foreign ships :—		
1923.	1924.		1923.	1924.	
21·10 %	14·89 %	of the crews were British.	00·36 %	00·63 %	of the crews were British.
00·59 %	00·20 %	of the crews were other Europeans & Americans.	11·68 %	16·45 %	of the crews were other Europeans & Americans.
78·31 %	84·91 %	of the crews were Asiatics.	87·96 %	82·92 %	of the crews were Asiatics.
<u>100·00 %</u>	<u>100·00 %</u>		<u>100·00 %</u>	<u>100·00 %</u>	

Trade.

Statistics of Imports and Exports are collected and published by the Imports and Exports Department.

Imports.

The number and tonnage of ships of European type of construction carrying cargo for import and transit compared with 1923 were as follows :—

	1923.		1924.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	6,321	12,979,033	6,484	13,809,974	163	830,941	—	—
River Steamers,	3,951	3,153,391	4,715	3,632,438	764	478,547	—	—
Sailing Vessels,	—	—	—	—	—	—	—	—
Total, ...	10,272	16,132,924	11,199	17,442,412	927	1,309,488	—	—
Nett Increase,.....					927	1,309,488	—	—

The corresponding figures relating to ships of European type of construction, shipping bunker coal, are as follows:—

EXPORTS.

	1923.		1924.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	6,316	12,915,025	6,487	14,064,856	171	1,149,831	...	...
River Steamers,	3,948	3,202,189	4,723	3,732,570	775	530,381	...	...
Sailing Vessels, .....	...	...	...	...	...	...	...	...
Total,	10,264	16,117,214	11,210	17,797,426	946	1,680,212	...	...
			Nett Increase,.....		946	1,680,212	...	...

	1923.		1924.		Increase.		Decrease.	
	No.	Bunker Coal.	No.	Bunker Coal.	No.	Bunker Coal.	No.	Bunker Coal.
Steamers,	6,316	543,324	6,487	506,520	171	...	...	136,804
River Steamers,	3,948	62,757	4,723	90,974	775	28,237	...	...
Total,.....	10,264	606,061	11,210	597,494	946	28,237	...	136,804
			Nett Increase,.....		946	...	...	108,567

The River Trade compared with 1923 is shown in the following Table:—

Year.	Imports Tons.	Exports. Tons.	Passengers.
1923.....	369,685	589,849	1,923,909
1924..	493,711	663,802	2,536,768

The following Tables show the Junk Trade of the Colony for the year 1923 and 1924 :—

IMPORTS.

	1923.		1924.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tonnage.</i>
Foreign Trade,.....	12,234	1,297,253	13,661	1,644,206
Local Trade,.....	3,759	173,365	6,206	368,494
Total,	15,993	1,470,618	19,867	2,012,700

<i>Cargo.</i>	<i>Tons.</i>
Cattle, 764 heads,.....	89
Swine, 11,912 heads,.....	700
Earth and Stones,	12,178
General,.....	592,573
Total,.....	605,540

EXPORTS.

	1923.		1924.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tonnage.</i>
Foreign Trade,.....	12,319	1,321,750	13,864	1,654,622
Local Trade,.....	3,885	178,085	6,559	315,079
Total,	16,204	1,499,835	20,423	1,969,701

<i>Cargo.</i>	<i>Tons.</i>
Kerosine,	47,596
Rice and Paddy,	388,883
Coal,	168,344
General,.....	603,763
Total,.....	1,208,586

Emigration and Immigration.

One hundred and Twenty-nine thousand, eight hundred and fifty-nine (129,859) emigrants left Hongkong for various places during the year 1923, (120,224 in 1923). Of these, 72,259 were carried in British ships, and 57,600 in foreign ships.

One hundred and thirty thousand, one hundred and ninety-four (130,194) returning emigrants were reported to have been brought to Hongkong from the several places to which they had emigrated either from this colony or from coast ports, as against 121,102 in 1923. Of these, 68,307 arrived in British ships, and 61,887 in foreign ships.

Statement of number of emigrants to Straits Settlements, 1913 to 1924, compared with total Chinese emigration.

	No. of Emigrants to Straits Settlements.	Total No. of Emigrants.
1913	102,353	142,759
1914	44,974	76,296
1915	41,278	68,275
1916	82,797	117,653
1917	63,292	96,298
1918	8,019	43,830
1919	11,638	59,969
1920	43,935	105,258
1921	87,324	156,011
1922	50,356	98,393
1923	65,584	120,224
1924	75,682	129,859

(b).—INDUSTRIES.

Engineering and Shipbuilding.—The figures are as follows for the years 1923 and 1924 :—

1923.

H.K. & Whampoa Dock Co., Ltd...	5 vessels of	9,577 gross tons and	7,680 I.H.P.
Taikoo Dockyard & Eng. Co., Ltd.	5	4,711 " "	3,120 "
W. S. Bailey & Co., Ltd.....	7	830 " "	700 "
Total	17 vessels of	15,118 gross tons and	14,500 I.H.P.

1924.

H.K. & Whampoa Dock Co., Ltd...23 vessels of	4,845 gross tons and	5,315 I.H.P.
Taikoo Dockyard & Eng. Co., Ltd. 12	8,754 " "	7,000 "
W. S. Bailey & Co., Ltd.....26	1,763 " "	310 "
Kwong Sang Lung Co., Ltd..... 1	53 " "	90 "
Ching Ngai	2 " "	373 "
Total	64 vessels of	15,788 gross tons and
		13,615 I.H.P.

Sugar.—The trend in prices of raw sugar was in a downward direction practically throughout the year, closing values at the end of December being about the lowest. The chief cause is to be found in the increase in beet sugar production over the previous year, such increase being about two million tons. The difference between the highest and lowest prices recorded, for Java Sugars in Hongkong during the year was \$5.40 per picul for Java Whites and \$5.30 per picul for Java Browns.

This as is invariably the case, reacted very quickly in the refined markets throughout China, and whereas sales were being made from the middle of February to the middle of March on the basis of Shanghai Taels 12 per picul, selling limits from that time on had to be gradually reduced, until in December the rate was as low as Taels 8.3 mace per picul.

Adverse trading conditions in China also seriously handicapped the Hongkong Refineries and in August last when a sudden and quite unprecedented demand arose for Refined Sugar, business had to be entirely suspended owing to the hostilities in the North and the inability of dealers to finance their business owing to the financial stringency which followed the outbreak of hostilities.

Cotton.—American Cotton fluctuated considerably in 1924, the tendency being towards a lower basis.

The year opened with Liverpool quotations at 21.06*d.* per lb.

Prices gradually fell, with one or two minor setbacks, to 16.05*d.* on 28th March, when a sudden reaction set in and the raw material advanced to 19.30*d.* on 11th April.

A gradual decline was then registered until the end of the year, with a temporary rise during July and the market closed at 13.65*d.* on 31st December.

The lowest value registered during the year was 13.00*d.* in the middle of December.

Rope Making.—The demand for Manila Cordage was fairly good during the first six months of 1924 but it fell off in the second half of the year owing to the very high cost of Manila Hemp, prices for which rose continually throughout the year. The total turnover was not so good as in the previous year owing chiefly to the competition of the Rope Factories at Manila who have a preferential duty in the United States and can therefore place their surplus production on foreign markets at prices which probably barely cover actual cost.

(c.)—FISHERIES.

A considerable proportion of the boat population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaukiwan, and also many in the New Territories, are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River. There are oyster beds of considerable value in Deep Bay.

(d.)—FORESTRY, AGRICULTURE, AND BOTANY.

Formation of Pine tree plantations.

Seeds of Pinus Massoniana were sown *in situ* on the following places, seventy-two pounds of seed being used :—50,000 on hillsides above the Shek O Road, 20,000 at Quarry Bay, 30,000 on Cheung Chau Island and 20,000 on slopes adjoining the catchment area, Taipo Road.

For the formation of new plantation 657 pounds were sown broadcast on grassy banks above and below Shek O Road, above and below road from Shaukiwan Gap to Tytam, above and below Stubbs, Broadwood, Taipo, Tsun Wan and coastal roads and on grassy slopes adjoining public paths on Cheung Chau Island.

Broadcast sowing was carried out on areas badly damaged by fires above Pokfulam Road, below Matilda Hospital, Mt. Kelliet and Telegraph Bay, a total of 260 pounds of seed being used.

Two thousand one year old tress of *Pinus Massoniana* were taken up from ground adjoining Beacon Hill Nursery site and replanted further up the hillsides in Plantation 9A and 9B.

Broad-leaved trees planted.

At Tai Wo Po, all remaining flat spaces were planted with young Camphor trees to the total number of 6,032.

The following flowering and shade trees were planted alongside the principal roads in Hongkong, the Kowloon Peninsula and the New Territories, *Eucalyptus tereticornis* 58, *Callistemon rigidus* 152, Camphor 17, *Bauhinia variegata* 19, *Lagerstroemia indica* 9, also small numbers of the following were planted to replace failures, *Poinciana regia*, *Aleurites montana* and *Tristania conferta*.

Care of trees in plantations.

Clumps of *Lorandthus* were removed and very large numbers of creepers cut.

Pine tree caterpillars appeared in plantations at Chuk Yuen, Ngau Chi Wan, Fan Ling and Cheung Chau. They were immediately dealt with; the total amount collected and destroyed amounted to 155 piculs.