

GOVERNMENT NOTIFICATION.—No. 342.

The following Report of the Harbour Master for the year 1887, is published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st July, 1888.

No. 64.

HARBOUR DEPARTMENT,

HONGKONG, 10th February, 1888.

SIR,—I have the honour to forward the following Annual Returns for this Department for the year ending 31st December, 1887.

- I. Number, Tonnage and Crews of Vessels *entered*.
- II. Number, Tonnage and Crews of Vessels *cleared*.
- III. Number, Tonnage and Crews of Vessels of each Nation *entered*.
- IV. Number, Tonnage and Crews of Vessels of each Nation *cleared*.
- V. Total Number, Tonnage and Crews of Vessels *entered* at each Port.
- VI. Total Number, Tonnage and Crews of Vessels *cleared* at each Port.
- VII. Return of Junks *entered* from Macao.
- VIII. Return of Junks *cleared* for Macao.
- IX. Return of Junks *entered* at each Port from China and Formosa.
- X. Return of Junks *cleared* at each Port for China and Formosa.
- XI. Gross Total Number of Junks *entered* at each Port.
- XII. Gross Total Number of Junks *cleared* at each Port.
- XIII. Return of Junks (Local Trade) *entered*.
- XIV. Return of Junks (Local Trade) *cleared*.
- XV. Summary of *Arrivals* and *Departures* of all Vessels, and of all Chinese Passengers.
- XVI. Return of Vessels *registered*.
- XVII. Return of Vessels *struck off* the Register.
- XVIII. Amount of Fees received under Section 3 of Ordinance 8 of 1879.
- XIX. Return of Chinese Passenger Ships *cleared* by the Emigration Officer.
- XX. Return of Vessels *bringing* Chinese Passengers to Hongkong from Places out of China.
- XXI. Return of Marine Cases tried.
- XXII. Diagram of Tonnage of Vessels *entered*.
- XXIII. Return of the work performed by the Government Marine Surveyors.

2. This being the last Annual Return it will be my duty to make to the Government, I trust it will not be thought out of place to give a short account of the progress in Shipping, &c., the Colony has made since I have held the Offices of Harbour Master, Marine Magistrate, Emigration and Custom's Officer. I was in the first instance, while serving in the Royal Navy, temporarily employed by the Colony from the 17th March to 26th November, 1860; and in March, 1861, I was, on the resignation of my predecessor, permanently appointed to this Department.

3. The Department when I took charge consisted of the Harbour Master, three Clerks, and one Boarding Officer, the annual tonnage of the Port, exclusive of Junks, averaged about 878,135 tons, and the number of foreign built ships entering the Port daily was about 5.

4. The returns accompanying this report show the progress the Colony has made.

Twenty-seven years ago steamers were the exception, and sailing ships the rule, and previous to 1866, Junks went in and out of harbour unnoticed. The average tonnage of a steamer then was very little over one thousand tons, whereas now it is no uncommon thing to see three or four steam-ships in Port at one time each measuring from 3 to 4000 tons and upwards.

5. The Regulations for the control of the Harbour had been in force since the Colony was created. My attention was soon drawn to this, and to the absence of, any means of providing for payment of fees for registering ships under the Merchant Shipping Acts, any Marine Court to enquire into casualties at sea, any regulations for cargo-boats, and any board to grant Certificates of Competency to Masters

and Mates in the Mercantile Marine. On these matters being brought to the notice of the Government, the following Ordinances, affecting these great interests, were framed and became law:—

- No. 10 of 1860, regulating fees under Merchant Shipping Act 1854.
- No. 11 of 1860, to constitute Marine Courts of Enquiry.
- No. 15 of 1860, to regulate Cargo-boats.
- No. 17 of 1860, to constitute a board of examination for Masters and Mates.
- No. 1 of 1862, to regulate and control the Harbour.

6. Previous to 1866 Piracy in Colonial and neighbouring waters was of common occurrence, and Shau-ki-wan bore a very bad name as the centre where Junks fitted out for piratical purposes. Its close proximity to the Lyeemun Pass enabled Masters of heavily manned and armed Junks to follow vessels that had been ascertained to have opium, or other valuable cargo, on board. These were too frequently come up with and attacked at night, stink-pots and arms of all descriptions being freely used. Shortly after Governor Sir RICHARD MACDONNELL's arrival his notice was attracted to the unenviable character Hongkong bore as a Pirate resort, and he introduced Ordinance 6 of 1866, which brought all Junks under the supervision of this Department, which was considerably increased to meet the requirements of the Ordinance. Harbour Master's Stations were created at Shau-ki-wan, Stanley, and Aberdeen (now supplemented by Stations at Yau-ma-ti and Hung-hom) so as to bring all Junks visiting these waters under close inspection, and no Junks have since been allowed to leave or enter the waters of the Colony without undergoing an examination by Inspectors appointed for the purpose. Ordinance 7 of 1866 compelled the registration of all Chinese householders, and the two Ordinances assisted by Gunboats which the Senior Naval Officer kept constantly cruising had the desired effect, and Hongkong soon ceased to be a resort for Pirates, and that trade (if it may be so called) came to an end. Isolated acts of Piracy are still reported, but they are not attended with the slaughter and burning that existed in Hongkong's earlier days.

7. In 1867 Messrs. LANDSTEIN & Co., were permitted to keep a hulk off Yau-ma-ti, clear of all shipping, for the storage of Gunpowder. At 1.15 P.M. of the 17th January, 1867, a vessel was lying alongside the hulk discharging Gunpowder when an explosion took place and the two vessels and people on board were destroyed. A Gunpowder Ordinance (No. 4 of 1867) was at once passed bringing the storage of all private Gunpowder within the control of the Government, with a result that has proved satisfactory.

8. In 1867, the increasing shipping of the Colony brought the question of Lighthouses prominently before the Government. Reports were made and with the assistance of the late Staff Commander REED, a Naval Surveyor in command of H.M.S. *Riflemen*, the Islet of Waglan at the Eastern approach to the Harbour, Green Island at the Western entrance, and the Gap rock to mark the Southern approach to the Colony were recommended as the most favourable sites for Lighthouses. Difficulties were raised then, and they apparently continue, by the Chinese Government as to the Colony erecting such buildings on Chinese Territory, and it was not until after much loss of time and a great deal of correspondence that this Government was compelled to build Lighthouses within its own jurisdiction, and Cape d'Aguilar, Cape Collinson, and Green Island Lighthouses were erected under the provisions of Ordinance 17 of 1873, and lit for the first time on the 18th April, 1875. The concession, or letting of Waglan and Gap rock at a nominal rent to this Colony, together with Green Island, would have made the lighting of the approaches to Hongkong complete. At present such is not the case, and all apparently owing to a sentimental feeling on the part of the Chinese Government, for most certainly neither Waglan nor Gap rock are of any value except as sites for Lighthouses.

9. Ordinance 1 of 1874 brought the survey of unseaworthy ships under the control of the Government.

10. In 1875, an explosion and loss of life on board a steam launch in the Harbour caused an ordinance to be brought into force for the regulation of steam ferry boats, of which there are now 42 licensed. The Masters and Engineers of these boats undergo an examination at this Office, the boats are thoroughly examined every six months, and no further accident has occurred.

11. Till 1876, steamers plying between Hongkong, Canton and Macao were under no regulation whatever, and they at times carried as many passengers as could be crammed into them. These vessels are now, as indeed are all vessels carrying more than 12 passengers, under stringent regulations as to the number of passengers they can convey, the condition of boilers and engines is ascertained and it is stated on the ship's certificates in what parts of the ships and how many passengers can be carried.

12. The Shipping Ordinances passed previous to 1879 were consolidated by Ordinance 8 of 1879, and in framing this Ordinance advantage was taken to introduce regulations for the Survey of ships carrying more than 12 passengers, for the appointment of practical Marine Surveyors to conduct the surveys, for the examination of Engineers as to their qualifications, for the carriage of dangerous goods, for holding Courts of Survey, for regulating medicines and medical stores, and other smaller details were introduced to meet the requirements of the time.

13. The following table from 1861 to 1887 inclusive, will at once show the yearly increase of the arrivals of vessels at this Port. Where it has been possible to separate sailing ships from steamers and Junks I have done so, and the result will show a very satisfactory statement of the Colony's progress:—

YEARS.	STEAMERS AND SAILING SHIPS.		STEAMERS.		SAILING SHIPS.		JUNKS.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861,	1,259	658,196	...	...	...	...	...	...	1,259	658,196
1862,	1,390	688,829	...	...	...	...	...	...	1,390	688,829
1863,	1,822	894,924	...	...	...	...	...	...	1,822	894,924
1864,	2,264	1,013,748	...	...	...	...	...	...	2,264	1,013,748
1865,	2,206	1,063,259	...	...	...	...	...	...	2,206	1,063,259
1866,	1,896	949,856	...	...	...	...	...	...	1,896	949,856
1867,	2,446	1,194,826	...	...	...	...	20,787	1,367,702	23,233	2,562,528
1868,	2,043	991,117	...	...	...	...	25,457	1,510,698	27,500	2,501,815
1869,	2,223	1,127,962	...	...	...	...	28,235	1,397,446	25,458	2,525,408
1870,	2,400	1,327,730	...	...	...	...	25,491	1,508,706	27,891	2,836,436
1871,	3,049	1,700,855	...	...	...	...	26,501	1,660,167	29,550	3,360,622
1872,	3,054	1,905,866	...	...	...	...	28,340	1,871,810	31,394	3,777,676
1873, .....	...	...	1,579	1,203,372	748	431,980	27,049	1,789,598	29,376	3,424,950
1874, .....	...	...	1,607	1,190,063	584	328,545	23,290	1,631,594	25,481	3,150,202
1875, .....	...	...	1,906	1,558,308	703	393,547	23,459	1,610,919	26,068	3,562,774
1876, .....	...	...	2,179	1,773,068	688	400,367	25,314	1,727,456	28,181	3,900,891
1877, .....	...	...	2,109	1,982,123	760	463,632	26,500	1,798,788	29,369	4,244,543
1878, .....	...	...	2,326	2,136,832	731	454,340	25,722	1,761,496	28,779	4,352,668
1879, .....	...	...	2,212	2,204,901	517	265,744	24,508	1,652,023	27,237	4,122,668
1880, .....	...	...	2,465	2,316,121	416	219,466	23,920	1,650,258	26,801	4,185,845
1881, .....	...	...	2,750	2,599,460	464	253,819	24,339	1,680,025	27,553	4,533,304
1882, .....	...	...	3,054	2,943,867	383	226,976	25,231	1,805,390	28,668	4,976,233
1883, .....	...	...	3,012	3,215,569	387	234,859	24,258	1,851,239	27,657	5,301,662
1884, .....	...	...	2,976	3,259,234	314	220,403	23,473	1,687,594	26,763	5,167,231
1885, .....	...	...	3,084	3,632,051	344	234,658	23,674	1,797,222	27,102	5,663,931
1886, .....	...	...	3,963	4,359,906	288	211,390	22,974	1,752,868	27,222	6,324,164
1887, .....	...	...	3,890	4,468,302	188	139,612	23,521	1,793,923	27,599	6,401,837

14. The Emigration laws of the Colony were not in a very satisfactory condition in 1861. Besides the Imperial Chinese Passenger's Act 1855. Ordinances 11 of 1857 and 6 of 1859 were in force and others were added, which for convenience were consolidated by Ordinance 5 of 1874, and since then additional Ordinances for the protection of Chinese Emigrants have been brought into force, but these call for no special remark.

15. I will now bring to the notice of the Government a statement of the Shipping, Emigration, &c.: in 1887 as compared with 1886.

SHIPPING.

16. The grand total of all vessels including Junks arriving here in 1887 is 27,559 vessels measuring 6,401,837 tons, or an increase of 377 vessels and 77,673 tons on the previous year, making a daily average arrival of 75.5 vessels measuring about 232 tons each; and of this very large trade 53.6 per cent is under the British flag.

17. The following paragraphs refer to the trade in vessels of foreign construction, the Junk trade being dealt with separately under its proper heading.

18. During the year under review 3,890 ships propelled by steam measuring 4,468,302 tons, and 188 sailing vessels measuring 139,612 tons arrived, being a decrease of 73 steam-ships, but an increase of 108,396 tons showing the additional capacity of steamers of the present day.

19. There is a decrease on the whole of 100 sailing ships measuring 71,778 tons, the decrease being principally in British bottoms. Sailing vessels under foreign flags are now 100 per cent in excess of the same class of vessels carrying the British flag.

Of the above mentioned 3,890 steam-ships entering the Port, 2,873 are British and the remaining 1,017 are foreign owned, or a difference of 182.5 per cent in favour of British ships.

20. The nationality of the various steam-vessels arriving at this Port come in the following order:

	Number.	Tons.	Average tonnage of each vessel.
British,	2,873	3,388,123	1,179
German,	540	467,775	866
Chinese,	140	180,795	1,291
French,	100	160,765	1,607
Danish,	63	28,521	453
Dutch,	44	58,941	1,339
Norwegian,	37	44,610	1,206
Spanish,	29	16,178	558
United States,	20	47,626	2,381
Italian,	14	21,520	1,323
Austrian,	13	27,421	2,109
Russian,	11	19,726	1,793
Japanese,	5	5,743	1,149
Belgian,	1	558	558

21. The vessels under the French, Dutch, United States, Italian, and Austrian flags are few in number but of large capacity some are subsidized by their respective Governments. The Russian ships belong to the so-called Volunteer fleet and pass through with Troops, Prisoners, free Emigrants, and Stores. The British ships vary very much in size thereby reducing their average capacity, and the same may be said of German ships.

22. There is a decrease in tonnage under the following flags: American 51,783 tons, Austrian 17,093 tons, French 12,852 tons, and an increase under the British flag of 62,141 tons, Norwegian 28,984 tons. Under other flags the increase or decrease is too unimportant for special notice.

23. Of the Countries with which this trade is conducted: In *British vessels* there is an increase with British Columbia of 12,446 tons, Java and adjacent Islands 18,783 tons, Macao 38,710 tons, Hainan 9,532 tons and Siam 22,863 tons; there is a decrease of 26,068 tons with Coast of China and Formosa, and of 20,937 tons to Cochin-China.

24. In *Foreign bottoms* there is an increase with Coast of China and Formosa of 10,934 tons, India and Singapore, &c. 16,003 tons, Japan 75,851 tons, Hainan 10,058 tons, Russia in Asia 16,065 tons and Siam 35,254 tons; the decrease is with Australia 20,644 tons, Cochin-China 56,570 tons, Europe 19,728 tons, Great Britain 19,561 tons, Macao 24,988 tons and the United States of America 10,447 tons.

JUNKS.

25. The trade in Junks from the Coast of China and Formosa shows an increase of 691 vessels measuring 62,875 tons, but the trade from Macao in this class of vessel shows a decrease of 141 vessels and 21,820 tons. There is also a decrease of 620 vessels and 16,603 tons in the carrying trade between Victoria and the Villages in the Island and Yau-ma-ti.

STEAM-LAUNCHES.

26. Of these vessels there are 42 licensed to carry passengers, 43 private boats, 10 Local Government boats and 7 belonging to the War Department. These boats add much to the active appearance of the Harbour, and on one occasion, under the following circumstances, gave a practical illustration of their usefulness beyond their ordinary employment. The Pacific Mail Steam ship Company S.S. *City of Peking* (3,129 tons), while passing through the shipping on her way to her buoy, collided with the Messageries Maritimes S.S. *Saghalien* (2,444 tons) striking her on her broadside damaging her below the water line. A large number of launches voluntarily seized hold of the latter ship and towed her until she grounded in shallow water off the Cosmopolitan Docks, probably saving the vessel from sinking in 8 or 9 fathoms of water.

The licensed launches are gradually driving the small Junks out of the carrying trade with the Villages.

EMIGRATION.

27. Of the whole number of Emigrants leaving in 1887 (82,897) there is an increase on the previous year of 16,401 Male adults, 1,530 Female adults, 300 Male children and 144 Female children, this increase being divided as follows:—

INCREASE.

DESTINATION.	ADULTS.		CHILDREN.	
	Male.	Female.	Male.	Female.
Straits Settlements,	7,431	1,276	206	129
San Francisco,	4,713	222	14	5
Australian Colonies,.....	3,299	4	57	...
Honolulu,	921	31	31	13
British Columbia,.....	111	...	3	...
United States of America via } British Columbia,.....}	168	...	...	...
Mauritius,	34	...	...	...
Increase,	16,677	1,533	311	147

DECREASE.

DESTINATION.	ADULTS.		CHILDREN.	
	Male.	Female.	Male.	Female.
Bangkok,	247	3	2	2
Dili, Timor,	29	...	...	...
Mauritius, .....	...	...	9	...
Australia, .....	...	...	...	1
Decrease,	276	3	11	3
Increase,	16,677	1,533	311	147
Increase,	16,401	1,530	300	144

Total Increase,.....18,375.

28. With so extensive an Emigration, it is scarcely possible to prevent abuses, but it is satisfactory to know that they are in a very small proportion.

29. Women and children under 12 years of age have to provide two photographs each, one is kept on record at this Office, and the other remains in the possession of the Emigrant, so that on arrival at their destination there can be no question as to their identity, should, after the vessel has sailed, any one appear at this Office and complain that a relative has been improperly taken away. With male adults it is more difficult to deal, and they are a good deal left to their own resources. They are all however questioned as to their desire to leave the Colony, and if their replies are in the affirmative there can be no reason why they should not exercise their rights and proceed on their voyage. If any emigrants leave here against their will it is entirely due to themselves for not stating the truth when questioned at the Harbour Office in the first place, and again when questioned and medically examined on board the ship by which they are to proceed.

REGISTRY OF SHIPPING.

30. Four vessels were registered during the year, and nine Certificates of Registry were cancelled.

MARINE MAGISTRATE'S COURT.

31. Ninety cases were heard in the Marine Magistrate's Court during the year.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES AND ENGINEERS, UNDER
SECTION 15 OF ORDINANCE NO. 8 OF 1879.

32. The following Table will show the number of Candidates who passed, and who failed in obtaining Certificates of Competency:—

GRADE.	PASSED.	FAILED.
Masters,.....	22	5
First Mates,	10	3
Only Mates, .....	...	1
Second Mates,	3	...
	35	9
First Class Engineers,	14	5
Second Class Engineers,	13	10
	27	15

MARINE COURTS, UNDER SECTION 13 OF ORDINANCE NO. 8 OF 1879.

33. The following Courts have been held during the year :--

1. On the 30th June, 1887.—Inquiry as to the loss of the British Steam-ship *Benledi*, Official No. 65,767 of Leith, on the "Boat Rocks" to the South West of the Lammocks Island Lighthouse, on the 18th June, 1887. The Master's (JAMES LAWSON RIDDOCH) Certificate of Competency was returned to him. In this case the Harbour Master (President of the Court) disagreed with the Finding, and under Sub-section 5, Section 13, Ordinance 8 of 1879, reported to the Governor his reason for dissent therefrom.
2. On the 22nd November, 1887.—Inquiry as to the burning and loss of the British Steam-ship *Wah Yeung*, Official No. 88,834 of Hongkong, near Chuen Pee Point, in the Canton River, on the 15th November, 1887, resulting in great loss of life. The Master's (JOHANNES H. A. WITT) Certificate of Competency was suspended for three months.
3. On the 28th November, 1887.—Inquiry as to the loss of the British Steam-ship *Killarney*, Official No. 65,876 of Dublin, which was run down and sunk by the British Steam-ship *Crusader*, Official No. 63,856 of Glasgow, in Iloilo Bay, Philippine Islands, on the 14th November, 1887. The Master of the *Killarney's* (JAMES O'NEILL) Certificate of Competency was returned to him.
4. On the 22nd December, 1887.—Inquiry as to the loss of the British Steam-ship *Lorne*, Official No. 62,297 of Leith, on the East Coast of Hainan, on the 3rd December, 1887, resulting in loss of life. The only surviving Officers so far as can be ascertained being the Second Mate and the Third Engineer. No blame was attached to the Master (WILLIAM HUNTER) or any of the Officers.

SEAMEN.

34. 9,458 Seamen were shipped at the Shipping Office during the year, and 10,378 discharged. This discrepancy is owing to Consuls representing foreign flags not applying as hitherto for permits to ship Seamen on board their respective vessels, consequently no record of such shipping can now be kept.

MARINE SURVEYOR'S SUB-DEPARTMENT.

35. I append a return of the work performed by the Surveyors, since Mr. BREWER's first appointment.

I have the honour to be,

Sir,

Your most obedient Servant,

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

The Honourable F. STEWART, LL.D.,

Colonial Secretary,

&c.,

&c.,

&c.

I.—NUMBER, TONNAGE, and CREWS of Vessels ENTERED at Ports in the Colony of Hongkong from each Country, in the Year 1887.

COUNTRIES whence ARRIVED.	BRITISH.						FOREIGN.						TOTAL.											
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
Australia and New Zealand,	54	71,103	2,554	... ..	.. ..	.. ..	54	71,103	2,554	74	2,718	42	60	75,110	2,628	2	2,718	42	62	77,828	2,670
British Columbia,	6	12,446	394	... ..	.. ..	.. ..	6	12,446	394	... ..	.. ..	.. ..	6	12,446	394	.. ..	.. ..	.. ..	6	12,446	394
British North America,	1	884	16	... ..	.. ..	.. ..	1	884	16	16	.. ..	.. ..	1	884	16	.. ..	.. ..	.. ..	1	884	16
British North Borneo,	7	4,088	96	... ..	.. ..	.. ..	7	4,088	96	2	1,064	27	2	1,064	27	9	5,152	123	9	5,152	123
Coast of China and Formosa,	1,588	1,780,644	64,398	30	35,085	1,341	1,618	1,818,729	65,420	14,054	1,415,856	191,443	9,203	674,234	110,052	23,357,2,090,090	301,495	15,642,3,201,500	355,381	24,873,3,908,819	366,394			
Cochin-China,	45	183,703	5,106	... ..	.. ..	.. ..	45	183,703	5,106	77	57,858	2,013	1	181	181	222	241,561	7,179	1	181	181
Continent of Europe,	37	68,700	4,012	... ..	.. ..	.. ..	37	68,700	4,012	81	157,753	5,537	1	293	155	82	158,046	7,552	118	226,463	11,549
Great Britain,	165	262,544	6,904	... ..	.. ..	.. ..	165	262,544	6,904	11	12,672	2,51	1	293	176	12,672	2,51	1	176	265,196	7,155
India and Singapore,	83	110,808	6,224	83	110,808	6,224	58	57,652	2	2	2854	97	22	2854	97	2	143	170,814	8,273		
Japan,	147	192,443	7,186	3	3,894	72	150	196,247	7,258	112	156,373	6,403	5	6,318	215	117	167,960	8,176	8	10,122	287	358,938	18,966	
Java and other Islands in the Indian Archipelago,	17	27,497	619	17	27,497	619	31	37,799	1,566	31	37,799	1,566	18	64,896	2,215		
Macao,	326	45,973	17,439	326	45,973	17,439	403	68,090	9,95	221	29,517	4,065	624	97,607	13,760	741	520,741	27,139	219	28,819	4,030
Mauritius,	1	973	36	1	973	36	1	754	22	1	754	22	2	1,727	58	2	1,727	58	
North Pacific,	80	46,157	3,217	80	46,157	3,217	1	47,537	3,281	1	276	10	1	276	10	1	276	10	
Philippine Islands,	99	32,943	2,638	1	1,380	34	99	32,943	2,638	100	39,590	2,685	199	39,590	1,756	2	645	43	58	39,640	1,759	136	78,177	5,080
Ports in India and Gulf of Tonquin,	1	1,329	27	1	1,329	27	1	1,329	1	4,275	5	4,275	101	204	94,031	4,238	298	128	304	130,621	6,938
Russia in Asia,	1	10,915	3,757	1	10,915	3,757	3	1,305	42	6	3,396	83	4	2,532	50	10	5,928	133	12	21,056	1,109
Sandwich Islands,	19	43,041	1,614	19	43,041	1,614	35	63,269	2,104	35	63,269	2,404	54	109,310	4,018		
United States of America,	2,896,3,393,271	126,327	38	40,417	1,216	2,934,3,423,688	127,553	15,219,2,244,582	232,437	9,446	723,567	114,691	24,665	2,968,149	317,128	18,115,5,637,853	358,774	9,484	763,984	115,907	27,599,6,401,837	474,681		

II.—NUMBER, TONNAGE, and Crews of Vessels CLEARED at Ports in the Colony of Hongkong for each Country, in the Year 1887.

COUNTRIES TO WHICH DEPARTED.	BRITISH.						FOREIGN.						TOTAL.						
	WITH CARGOES.			IN BALLAST.			TOTAL.			WITH CARGOES.			IN BALLAST.			TOTAL.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
Australia and New Zealand.....	34	49,095	2,118	1	227	11	35	49,322	2,129	1	49,095	2,118	1	227	11	35	49,322	2,129	
British Columbia.....	1	729	16	1	729	16	1	729	16	1	729	16	1	729	16	1	729	16	
British North Borneo.....	4	2,217	56	5	2,761	9	4,978	1,244	1,759	1,937	1,077	71,415	16,987	5,963	328,916	64,822	1,220	1,220	
Coast of China and Formosa.....	1,707	1,897,272	70,171	32	39,835	1,244	1,759	1,937	1,077	71,415	16,987	1,773,998	234,176	5,963	328,916	64,822	1,220	1,220	
Cochin-China.....	42	45,865	1,451	97	130,376	3,493	139	176,235	4,944	79	176,235	4,944	102	88,248	3,201	1,217	1,217		
Continent of Europe.....	31	58,151	3,752	3	58,151	3,752	31	58,151	3,752	45	99,851	5,862	45	99,851	5,862	121	114,013	4,009	
Great Britain.....	3	2,814	76	3	2,814	76	3	2,814	76	7	7,267	124	7	7,267	124	76	155,002	9,614	
India and Singapore.....	209	308,344	11,819	8	5,533	152	217	313,867	11,971	87	11,971	87	93	119,917	4,140	10	10,081	200	
Japan.....	128	181,660	7,768	37	44,636	1,249	165	229,366	9,017	78	123,810	6,246	63	77,041	2,008	14	11,190	263	
Java & other Isds. in the Indian Archipelago.....	2	3,101	103	10	17,014	346	12	20,115	449	1	370	12	3	1,747	40	14	10,081	200	
Labuan.....																206	310	433,684	
Macao.....	339	453,408	17,555	...	...	...	339	455,408	17,555	1	330	10	1	347	52	3	18,751	3,257
North Pacific.....																		306	
Philippine Islands.....	20	9,731	790	3	2,669	100	3	2,669	100	1	276	12	1	276	12	1	330	10	
Ports in Hainan and Gulf of Tonquin.....	109	44,646	3,038	12	16,028	285	32	25,759	1,075	20	12,203	504	10	9,587	179	30	2,689	883	
Russia in Asia.....																		959	
Sandwich Islands.....	3	1,364	44	...	...	...	...	1,364	44	206	97,191	4,460	5	660	79	22	25,615	464
Siam.....	41	38,592	1,384	6	8,181	210	47	46,773	1,394	56	47,117	1,361	7	3,717	162	97	2,745	13	
South America.....	1	848	20	...	...	...	1	848	20	2	1,409	29	2	1,409	29	3	1,409	29
United States of America.....	13	16,219	323	13	16,219	323	35	40,599	822	...	35	40,599	822	48	56,816	1,145
Total.....	2,687,3,116,056	120,484	211	267,304	7,154	2,898,3,383,360	127,658	18,183	2,486,475	373,298	6,132	457,788	68,932	24,315,2,944,263	342,200	20,870,5,602,531	725,092	27,213,3,327,623	
																		6,343	
																		6,343	
																		6,343	
																		6,343	

With Cargoes. In Ballast. Total. With Cargoes. In Ballast. Total. With Cargoes. In Ballast. Total.

Crews. Vessels. Tons. Crews. Vessels. Tons. Crews. Vessels. Tons. Crews. Vessels. Tons.

Crews. Vessels. Tons. Crews. Vessels. Tons. Crews. Vessels. Tons.

III.—NUMBER, TONNAGE and CREWS of Vessels of each Nation ENTERED at Ports in the Colony of Hongkong,
in the Year 1887.

NATIONALITY OF VESSELS.	ENTERED.									
	WITH CARGOES.			IN BALLAST.			TOTAL.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
American,	52	83,655	2,684	12	13,684	215	64	97,339	2,899	
Austrian,	13	27,421	797	...	...	...	13	27,421	797	
Belgian,	1	558	18	...	...	...	1	558	18	
British,	2,896	3,893,271	126,337	38	40,417	1,216	2,934	3,433,688	127,553	
Chinese,	137	179,525	6,568	5	2,363	121	142	181,888	6,689	
Chinese Junks,	14,133	1,113,202	185,641	9,388	680,721	113,357	23,521	1,793,923	298,998	
Danish,	58	25,048	1,284	5	3,473	116	63	28,521	1,400	
Dutch,	44	58,692	2,515	2	908	41	46	59,600	2,556	
French,	102	162,299	11,285	3	1,121	48	105	163,420	11,333	
German,	554	474,729	16,765	25	15,671	522	579	490,400	17,287	
Hawaiian,	3	1,059	40	...	...	...	3	1,059	40	
Italian,	14	21,520	850	...	...	...	14	21,520	850	
Japanese,	3	2,855	78	3	3,330	223	6	6,185	301	
Norwegian,	44	48,274	1,204	3	2,296	48	47	50,570	1,252	
Russian,	11	19,726	1,082	...	...	...	11	19,726	1,082	
Siamese,	15	7,147	258	...	...	...	15	7,147	258	
Spanish,	34	18,400	1,356	...	...	...	34	18,400	1,356	
Swedish,	1	472	12	...	...	...	1	472	12	
TOTAL,.....	18,115	5,637,853	358,774	9,484	763,984	115,907	27,599	6,401,837	474,681	

IV.—NUMBER, TONNAGE and CREWS of Vessels of each Nation CLEARED at Ports in the Colony of Hongkong,
in the Year 1887.

NATIONALITY OF VESSELS.	CLEARED.									
	WITH CARGOES.			IN BALLAST.			TOTAL.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
American,	63	94,307	3,039	11	11,802	187	74	106,109	3,226	
Austrian,	15	30,701	996	...	...	...	15	30,701	996	
Belgian, .....	...	...	...	1	558	18	1	558	18	
British,	2,687	3,116,056	120,484	211	267,304	7,154	2,898	3,383,360	127,638	
Chinese,	126	163,753	4,535	4	1,771	71	130	165,524	4,606	
Chinese Junks,	17,153	1,442,767	229,974	5,986	323,236	65,259	23,139	1,766,003	295,233	
Danish,	56	23,073	1,264	5	3,845	124	61	26,918	1,388	
Dutch,	42	57,421	2,424	3	1,197	44	45	58,618	2,468	
French,	98	158,836	11,082	12	6,031	312	110	164,867	11,394	
German,	553	445,736	16,247	59	57,559	1,428	612	503,295	17,675	
Hawaiian,	2	722	24	...	...	...	2	722	24	
Italian,	14	20,563	812	...	...	...	14	20,563	812	
Japanese, .....	...	...	...	6	6,185	314	6	6,185	314	
Norwegian,	8	6,399	155	36	41,721	1,036	44	48,120	1,191	
Russian,	10	18,622	1,043	...	...	...	10	18,622	1,043	
Siamese,	11	5,507	194	4	1,640	63	15	7,147	257	
Spanish,	32	18,068	1,479	4	1,771	64	36	19,839	1,543	
Swedish, .....	...	...	...	1	472	12	1	472	12	
TOTAL,	20,870	5,602,531	393,752	6,343	725,092	76,086	27,213	6,327,623	469,838	

V.—TOTAL NUMBER, TONNAGE AND CREWS OF VESSELS ENTERED AT EACH PORT IN THE COLONY OF HONGKONG, IN THE YEAR 1887.

NAME OF PORTS.	BRITISH.						FOREIGN.						TOTAL.					
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.		
	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.
Aberdeen, ...	...	...	...	...	...	...	475	19,065	4,283	651	40,151	8,717	476	19,065	4,283	651	40,151	8,717
Shankhwan, ...	...	...	...	...	...	...	386	12,750	3,185	881	54,316	8,568	386	12,750	3,185	881	54,316	8,568
Stanley, ...	...	...	...	...	...	...	271	17,795	3,506	110	7,801	2,667	271	17,795	3,506	110	7,801	2,667
Victoria, ...	...	...	...	...	...	...	1,489	2,105,081	212,611	5,511	51,4,327	70,926	19,000	2,619,308	283,337	16,385	5,498,322	338,918
Yaumati, ...	...	...	...	...	...	...	598	89,881	8,792	2,298	107,072	25,390	2,891	106,053	24,182	5,549	584,644	72,142
Total, ...	2,8963,393,271	26,337	38	40,417	1,216	2,934	3,433,688	127,553	15,219	9,446	723,567	114,631	9,484	763,984	15,907	18,115	5,637,833	358,774
																		27,599
																		6,401,837
																		474,681

VI.—TOTAL NUMBER, TONNAGE AND CREWS OF VESSELS CLARED AT EACH PORT IN THE COLONY OF HONGKONG, IN THE YEAR 1887.

NAME OF PORTS.	BRITISH.						FOREIGN.						TOTAL.					
	WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.			WITH CARGOES.			IN BALLAST.		
	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.	Vls.	Tons.	Crews.
Aberdeen, ...	...	...	...	...	...	...	245	9,563	1,843	881	49,653	11,164	1,126	59,216	13,007	245	9,563	1,843
Shankhwan, ...	...	...	...	...	...	...	757	46,572	6,120	477	19,217	5,298	1,234	65,789	11,307	757	46,572	6,120
Stanley, ...	...	...	...	...	...	...	185	14,674	1,991	10,923	2,667	3,814	11,418	19,217	5,308	14,674	1,991	1,234
Victoria, ...	2,687	3,116,056	120,184	211	267,304	7,154	2,898	3,383,360	127,638	15,957	2,351,411	222,938	2,865	256,552	27,557	18,822	2,607,963	273,422
Yaumati, ...	...	...	...	...	...	...	1,039	64,255	10,376	1,713	121,443	22,246	2,722	185,698	32,622	3,076	64,255	10,376
Total, ...	2,687	3,116,056	120,484	211	267,304	7,154	2,898	3,383,360	127,638	18,183	2,486,475	273,268	6,132	457,788	68,932	24,315	2,944,263	32,200
																		27,213
																		6,327,623,469,888

VII.—*Total Number, Tonnage, Crews and Passengers of Junks ENTERED from Macao, during the Year ending 31st December, 1887.*

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Victoria,	368	54,122	9,032	255	219	28,839	4,030	353	587	82,961	13,062	608
Total,...	368	54,122	9,032	255	219	28,839	4,030	353	587	82,961	13,062	608

VIII.—*Total Number, Tonnage, Crews and Passengers of Junks CLEARED for Macao, during the Year ending 31st December, 1887.*

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Victoria,	527	75,315	12,077	593	49	7,055	844	620	576	82,370	12,921	1,213
Total,...	527	75,315	12,077	593	49	7,055	844	620	576	82,370	12,921	1,213

IX.—*Total Number, Tonnage, Crews and Passengers of Junks ENTERED at each Port in the Colony of Hongkong, from Ports on the Coast of China and Formosa, during the Year ending 31st December, 1887.*

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Aberdeen, ...	475	19,065	4,283	64	651	40,151	8,717	43	1,126	59,216	13,000	107
Shaukiwan,...	386	12,759	3,185	51	881	54,316	8,568	82	1,267	67,075	11,753	133
Stanley,	271	17,796	3,566	111	110	7,801	1,090	16	381	25,597	4,656	127
Victoria,	12,035	919,579	156,783	116,561	5,284	442,542	65,562	30,095	17,269	1,362,121	222,345	146,656
Yaumati.....	598	89,881	8,792	60	2,293	107,072	25,390	51	2,891	196,953	34,182	111
Total,...	13,765	1,059,080	176,609	116,847	9,169	651,882	109,327	30,287	22,934	1,710,962	285,936	147,134

X.—*Total Number, Tonnage, Crews and Passengers of Junks CLEARED at each Port in the Colony of Hongkong, for Ports on the Coast of China and Formosa, during the Year ending 31st December, 1887.*

	Cargo.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Aberdeen, ...	245	9,563	1,843	79	881	49,653	11,164	56	1,126	59,216	13,007	135
Shaukiwan,...	757	46,572	6,120	252	477	19,217	5,298	20	1,234	65,789	11,418	272
Stanley,	185	14,674	1,991	119	196	10,923	2,667	23	381	25,597	4,658	142
Victoria,	14,400	1,232,388	197,567	133,895	2,670	114,945	23,040	13,078	17,070	1,347,333	220,607	146,973
Yaumati.....	1,039	64,255	10,376	47	1,713	121,443	22,246	430	2,752	185,698	32,622	477
Total,...	16,626	1,367,452	217,897	134,392	5,937	316,181	64,415	13,607	22,563	1,683,633	282,312	147,999

XI.—Gross Total Number, Tonnage, Crews and Passengers of Junks ENTERED at each Port in the Colony of Hongkong, (exclusive of Local Trade), during the Year ending 31st December, 1887.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Aberdeen, ...	475	19,065	4,283	64	651	40,151	8,717	43	1,126	59,216	13,000	107
Shaukiwan, ...	386	12,759	3,185	51	881	54,316	8,568	82	1,267	67,075	11,753	133
Stanley,	271	17,796	3,566	111	110	7,801	1,090	16	381	25,597	4,656	127
Victoria,	12,403	973,701	165,815	116,816	5,453	471,381	69,592	30,448	17,856	1,445,082	235,407	147,264
Yaumati,	598	89,881	8,792	60	2,293	107,072	25,390	51	2,891	196,953	34,182	111
Total,...	14,133	1,113,202	185,641	117,102	9,388	680,721	113,357	30,640	23,521	1,793,923	298,998	147,742

XII.—Gross Total Number, Tonnage, Crews and Passengers of Junks CLEARED at each Port in the Colony of Hongkong, (exclusive of Local Trade), during the Year ending 31st December, 1887.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Aberdeen, ...	245	9,563	1,843	79	881	49,653	11,164	56	1,126	59,216	13,017	135
Shaukiwan, ...	757	46,572	6,120	252	477	19,217	5,298	20	1,234	65,789	11,48	272
Stanley,	185	14,674	1,991	119	196	10,923	2,667	23	381	25,597	4,658	142
Victoria,	14,927	1,307,703	209,644	134,488	2,719	122,000	23,884	13,698	17,646	1,429,703	233,528	148,186
Yaumati,	1,039	64,255	10,376	47	1,713	121,443	22,246	430	2,752	185,698	32,622	477
Total,...	17,153	1,442,767	229,974	134,985	5,986	323,236	65,259	14,227	23,139	1,766,003	295,233	149,212

XIII.—Return of Junks (Local Trade) ENTERED at the Port of Victoria from the Out-stations of the Island and the Villages in British Kaulung, during the Year ending 31st December, 1887.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Victoria,	3,094	98,083	31,402	3,059	1,215	43,223	11,649	4,277	4,309	141,306	43,051	7,336
Total,...	3,094	98,083	31,402	3,059	1,215	43,223	11,649	4,277	4,309	141,306	43,051	7,336

XIV.—Return of Junks (Local Trade) CLEARED from the Port of Victoria for the Out-stations of the Island and the Villages in British Kaulung, during the Year ending 31st December, 1887.

	CARGO.				BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.	Vessels.	Tons.	Crews.	Passen- gers.
Victoria,	1,863	54,655	16,100	6,068	2,624	99,914	28,460	826	4,487	154,569	44,560	6,894
Total,...	1,863	54,655	16,100	6,068	2,624	99,914	28,460	826	4,487	154,569	44,560	6,894

XV.—SUMMARY.

FOREIGN TRADE.	NO. OF VESSELS.	TONS.	CREWS.
British Vessels <i>entered</i> with Cargoes,.....	2,896	3,393,271	126,337
Do. do. in Ballast,	38	40,417	1,216
• Total,.....	2,934	3,433,688	127,553
British Vessels <i>cleared</i> with Cargoes,.....	2,687	3,116,056	120,484
Do. do. in Ballast,	211	267,304	7,154
• Total,.....	2,898	3,383,360	127,638
Total of <i>all</i> British Vessels <i>entered</i> and <i>cleared</i> ,	5,832	6,817,048	255,191
Foreign Vessels <i>entered</i> with Cargoes,.....	15,219	2,244,582	323,437
Do. do. in Ballast,	9,446	723,567	114,691
• Total,.....	24,665	2,968,149	347,128
Foreign Vessels <i>cleared</i> with Cargoes,.....	18,183	2,486,475	273,268
Do. do. in Ballast,	6,132	457,788	68,932
• Total,.....	24,315	2,944,263	342,200
Total of <i>all</i> Foreign Vessels <i>entered</i> and <i>cleared</i> ,	48,980	5,912,412	689,328
Total of <i>all</i> Vessels <i>entered</i> with Cargoes,.....	18,115	5,637,853	358,774
Do. do. in Ballast,	9,484	763,984	115,907
• Total of <i>all</i> Vessels <i>entered</i> ,	27,599	6,401,837	474,681
Total of <i>all</i> Vessels <i>cleared</i> with Cargoes,.....	20,870	5,602,531	393,752
Do. do. in Ballast,	6,343	725,092	76,086
• Total of <i>all</i> Vessels <i>cleared</i> ,	27,213	6,327,623	469,838
Total of <i>all</i> Vessels <i>entered</i> and <i>cleared</i> with Cargoes,.....	38,985	11,240,384	752,526
Do. do. do. in Ballast,	15,827	1,489,076	191,993
Total of <i>all</i> Vessels engaged in <i>Foreign Trade only</i> , <i>entered</i> and <i>cleared</i> ,	54,812	12,729,460	944,519
LOCAL TRADE.			
Total of <i>all</i> Vessels <i>entered</i> ,	4,309	141,306	43,051
Do. <i>cleared</i> ,	4,487	154,569	44,560
Total of <i>all</i> Vessels engaged in <i>Local Trade only</i> , <i>entered</i> and <i>cleared</i> ,	8,796	295,875	87,611
Total of <i>all</i> Vessels engaged in <i>Foreign Trade only</i> , <i>entered</i> and <i>cleared</i> ,	54,812	12,729,460	944,519
Do. do. in <i>Local Trade only</i> , do.,	8,796	295,875	87,611
Grand Total of <i>all</i> Vessels <i>entered</i> and <i>cleared</i> ,	63,608	13,025,335	1,032,130

SUMMARY OF ALL CHINESE PASSENGERS.

NAMES OF PLACES.

From Ports other than in China or Japan,	92,375
Do. in China and Japan,.....	617,893
Do. in Macao,	54,888
Do. in Villages of the Colony,	7,336
• Total <i>Arrivals</i> ,	772,492
Left for Ports other than in China or Japan,	82,897
Do. in China and Japan,.....	629,532
Do. in Macao,	57,675
Do. in Villages of the Colony,	6,894
• Total <i>Departures</i> ,	776,998
Excess of Departures over Arrivals,.....	4,506
Grand Total of <i>Arrivals</i> and <i>Departures</i> ,	1,549,490

XVI.—RETURN of VESSELS REGISTERED at the Port of Hongkong, during the Year 1887.

Name of Vessel.	Official Number.	Regis- tered Tonnage.	Horse Power.	Rig.	Built of	Where built and when	Remarks, &c.
Penshaw,.....	68,930	729.33	...	Barque	Wood	Southwick, Durham, 1875.	
Dafila, str.,	68,501	535.68	99	Schooner	Iron	Sunderland, Durham, 1873.	
Fatshan, str.,	88,843	1,425.12	225	None	Steel	Leith, 1887.	
Haitan, str.,.....	88,844	1,182.60	350	Brigantine	Steel	Middlesborough, 1887.	

XVII.—RETURN of REGISTRIES of VESSELS cancelled at the Port of Hongkong, during the Year 1887.

Name of Vessel.	Official Number.	Registered Tonnage.	Date of Registry.	Horse Power.	Rig.	Built of	Where built and when	Reason of Cancellation.
Willie,.....	64,099	274.97	1872	...	Schr.	Wood	Vegesack, 1861.	Sold to Foreigners at Shanghai.
Three Brothers,	40,739	366.97	1874	...	Barq.	Wood	Bangkok, Siam, 1859.	Registered anew at Singapore in consequence of change of ownership.
Presto,.....	64,122	384.33	1875	...	Barq.	Iron	Amsterdam, 1862.	Transferred to Sydney, N.S.W.
Mary Austin, str.,	53,204	140.22	1884	30	Schr.	Iron	Newcastle on Tyne, 1865.	Registered anew at Penang in consequence of change of ownership.
Hailoong, str., ..	65,082	277.12	1884	60	Schr.	Iron	Aberdeen, 1871.	Sold to Foreigners at Hiogo, Japan.
Milton, str.,	88,833	149.61	1884	37	Schr.	Wood	Hongkong, 1884.	Registered anew at Penang in consequence of change of ownership.
Wah Yeung, str.,	88,834	313.36	1885	55	Schr.	Wood	Hongkong, 1884.	Destroyed by fire.
Victoria, str., ...	88,837	16.94	1885	16	Schr.	Wood	Hongkong, 1885.	Transferred to Port Darwin, South Australia.
Camorta, str., ...	84,285	1,355.27	1886	200	Schr.	Iron	Glasgow, 1881.	Transferred to Glasgow.

XVIII.—AMOUNT of FEES received under the Merchant Shipping Act, 1855, and Section III of Ordinance No. 8 of 1879 in the Harbour Department, during the Year 1887.

Matter or Duty in respect of which Fee taken.	Number.	Fee.	Amount.	Remarks, &c.
Alteration in Agreement with Seamen,	2	\$ 1	2	
Certifying Desertion,	133	1	133	
Declaration of Ownership,.....	10	2	20	
Endorsement of change of Master,.....	43	1	43	
Endorsement of change of Ownership,.....	5	2	10	
Endorsement of change in Tonnage,	1	2	2	
Granting Certificate of Imperial Registry,	4	15	60	
Inspection of Registry,	8	1	8	
Recording Mortgage of Ship,	2	5	10	
Recording Transfer of Mortgage,.....	3	5	15	
Recording Discharge of Mortgage,.....	1	5	5	
Recording Sale of Ship,.....	12	5	59.85	
Registering Certificate of Sale,.....	3	2	6	
	Total,.....	\$ 373.85		

RETURN OF CHINESE PASSENGER SHIPS cleared by the Emigration Officer, Hongkong,—(Continued).

No.	DATE CLEARED.	SHIP'S NAME.	TONS.	NATION-ALITY OF SHIP.	MASTER'S NAME.	WHITHER BOUND.	ADULTS.		CHILDREN.		TOTAL.
							M.	F.	M.	F.	
		<i>Brought forward.....</i>	383,707				72,290	4,970	1,139	724	79,123
228	Dec. 14	Gulf of Aden, str.	1,572	British	G. J. Allan	Straits Settlements	182	5	2	...	226
229	" 14	Glenshield, str.	2,240	"	R. A. Donaldson	Sydney	34	...	...	...	34
230	" 17	Tai Yuan, str.	1,459	"	W. M. Dodd	Melbourne	3	...	...	...	3
231	" 20	Gaelic, str.	2,691	"	W. G. Pearne	Straits Settlements	376	48	6	5	435
232	" 20	Ravenna, str.	2,045	"	A. B. Daniell	Port Darwin	91	...	1	...	102
233	" 22	Glenciegles, str.	1,838	"	E. F. Park	San Francisco	276	4	6	1	287
234	" 23	Parthia, str.	2,035	"	J. Arnold	A. B. Daniell	204	...	...	...	204
235	" 23	Nestor, str.	1,269	"	J. S. Thompson	Straits Settlements	448	23	5	7	483
236	" 23	Venetia, str.	1,609	"	F. Cole	Victoria, B. C.	14	...	1	...	21
237	" 23	Wing Sang, str.	1,517	"	d'A. de Ste. Croix	United States	6	...	...	...	6
238	" 28	Antenor, str.	1,376	"	J. Grier	Straits Settlements	100	...	...	...	100
						Port Darwin	243	21	7	2	273
						Cooktown	120	9	2	2	133
						Townsville	136	...	...	...	136
239	" 28	Catterthun, str.	1,406	"	J. W. B. Darke	Rockhampton	1	...	...	...	140
						Brisbane	5	...	...	...	5
						Sydney	23	...	...	...	23
						Melbourne	4	...	...	...	4
240	" 29	City of New York, str.	1,964	American	R. R. Searle	Honolulu	242	11	3	3	434
241	" 29	Glengyle, str.	2,244	British	K. J. Gasson	San Francisco	172	1	2	...	186
242	" 30	Bormida, str.	1,499	Italian	G. B. Daquino	Straits Settlements	180	4	2	...	186
243	" 30	Fero, str.	754	German	J. N. Hansen	1,996	35	6	4	435	
						Rockhampton	140	7	2	...	149
						TOTAL TONS,	411,225				
						TOTAL PASSENGERS,	75,827	5,138	1,184	748	82,897

SUMMARY.

To Adelaide, South Australia,	1	...	...	...	...	1
„ Brisbane, Queensland,	41	...	...	...	...	41
„ Cooktown, Do.,	104	...	...	...	...	104
„ Dunedin, New Zealand,	36	...	...	...	...	36
„ Greymouth, Do.,	27	...	...	...	...	27
„ Honolulu, Sandwich Islands,	921	31	31	13	13	996
„ Launceston, New Zealand,	4	...	...	...	...	4
„ Mauritius,	277	...	8	...	...	285
„ Melbourne,	1,545	...	27	...	...	1,572
„ Port Chalmers, New Zealand,	1	...	...	...	...	1
„ Port Darwin, South Australia,	2,138	9	30	1	1	2,178
„ Rockhampton, Queensland,	10	...	...	...	...	10
„ San Francisco, U.S.A.,	12,946	460	91	55	55	13,552
„ Straits Settlements,	55,441	4,636	978	678	678	61,733
„ Sydney,	1,996	2	16	1	1	2,015
„ Thursday Island, Queensland,	5	...	...	...	...	5
„ Townsville, Queenstand,	48	...	...	...	...	48
„ United States of America, via Vancouver, British Columbia,	168	...	...	...	...	168
„ Vancouver, British Columbia,	111	...	3	...	...	114
„ Wellington, New Zealand,	7	...	...	...	...	7
TOTAL PASSENGERS,	75,827	5,138	1,184	748	748	82,897

XXI.—RETURN of MARINE CASES tried at the MARINE MAGISTRATE'S COURT, during the Year 1887.

NATURE OF CHARGE.	NO. OF CASES.	NO. OF DEFENDANTS.	DEFENDANTS, HOW DISPOSED OF									AMOUNT OF FEE.
			Imprisoned with Hard Labour.	Imprisoned in default of Fine.	Fined.	Forfeiture of Pay.	Reprimanded.	Sent back to Duty.	To be discharged from Ship.	Dismissed.	Committed for Trial.	
Absent from Ship without Leave,	1	2	..	..	..	2	..	..	..	..	..	..
Arrival without Report, (Junk),	4	4	2	..	3	..	..	..	..	1	2	\$4.00
Assault,	4	4	2	..	..	..	..	..	..	..	..	..
Desertion,	4	4	2	..	..	..	..	..	..	..	..	..
Disorderly Conduct,	4	9	1	..	..	..	..	..	..	..	..	..
Drunkenness,	7	7	2	..	..	..	..	..	..	..	..	..
False Particulars, Giving, (Junk),	4	4	..	..	3	2	..	..	..	..	..	..
Fishing Junk, Breach of condition of License,	1	1	..	..	1	..	..	..	..	..	..	..
Found stowed away,	3	4	1	..	..	..	..	..	..	..	..	..
Harbour Regulations, Breach of	6	7	..	..	5	..	..	..	..	..	..	32.00
Insubordination,	2	2	..	..	..	..	..	..	..	..	..	..
Leaving without Clearance, (Junk),	15	15	..	..	12	9	..	..	..	..	..	..
Obstruction of fairways,	9	25	..	..	..	..	..	..	..	..	..	..
Refusal of Duty,	9	22	..	..	..	..	..	..	..	..	..	..
Refuse to join ship,	3	8	4	..	..	..	..	..	..	..	..	..
Throwing Ballast, &c. into Harbour,	5	22	..	..	10	..	..	..	..	..	..	..
Wilfully remaining behind,	9	12	12	..	..	..	..	..	..	..	..	..
TOTAL,.....	90	152	35	12	37	6	21	15	3	23	..	\$206.00

XXIII.—RETURN of Work performed by the GOVERNMENT MARINE SURVEYOR'S DEPARTMENT.

Years.	Passenger Certificate and Bottom.	Emigration.	Tonnage for Registration.	British Tonnage Certificate for Foreign Vessels.	Inspection of Green space, Lights and Markings.	Minor Inspections.	Survey of Licensed Passenger Steam-Launches.	Survey of Boilers under Construction.	Inspection of Government Launches.	Examination of Engineers.	Estimated total number of visits in connection with foregoing Inspection.
9 months in 1881,.....	95	67	5	3	..	1	10	..	4	35	284
1882,.....	154	127	8	3	2	1	15	..	6	46	472
1883,.....	144	102	5	8	3	1	20	..	6	57	461
1884,.....	200	141	10	9	7	5	26	33	6	55	699
1885,.....	153	113	6	6	5	6	60	33	8	50	737
1886,.....	149	76	2	1	11	2	69	16	9	36	870
1887,.....	153	101	3	6	9	1	72	15	14	42	930

In addition to above Examinations, 92 Chinese Engineers have been examined (for Steam-Launches.)

Harbour Department, Hongkong, 10th February, 1888.

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