



S U P P L E M E N T
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The following Report of the Harbour Master for 1898 is published.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 13th May, 1899.

No. 81.

HARBOUR DEPARTMENT,
HONGKONG, 22nd February, 1899.

SIR,—I have the honour to forward the Annual Report for this Department for the year ending 31st December, 1898.

- I. Number, Tonnage, Crews, and Cargoes of Vessels *entered*.
- II. Number, Tonnage, Crews, and Cargoes of Vessels *cleared*.
- III. Number, Tonnage, Crews, and Cargoes of Vessels *entered* at each Port.
- IV. Number, Tonnage, Crews, and Cargoes of Vessels *cleared* at each Port.
- V. Number, Tonnage, and Crews of Vessels of each Nation *entered*.
- VI. Number, Tonnage, and Crews of Vessels of each Nation *cleared*.
- VII. Junks *entered* from China and Macao.
- VIII. Junks *cleared* for China and Macao.
- IX. Total Number of Junks *entered* at each Port.
- X. Total Number of Junks *cleared* at each Port.
- XI. Junks (Local trade) *entered*.
- XII. Junks (Local trade) *cleared*.
- XIII. Summary of *Arrivals* and *Departures* of all Vessels.
- XIV. Licensed Steam Launches *entered* and *cleared*.
- XV. Vessels *registered*.
- XVI. Vessels *struck off* the Register.
- XVII. Chinese Passenger Ships *cleared* by the Emigration Officer (Summary).
- XVIII. Vessels *bringing* Chinese Passengers to Hongkong from places out of China (Summary).
- XIX. Marine Magistrate's Court.
- XX. Diagram of Tonnage of Vessels *entered*.
- XXI. Statement of Revenue Collected.
- XXII. Return of work performed by the Government Marine Surveyor.
- XXIII. Return from Imports and Exports (Opium) Office.

SHIPPING.

1. The total tonnage entering and clearing amounted to 17,265,780 tons, being an increase compared with 1897 of 1,327,606 tons, and over three-quarters of a million tons more than in any previous year.

There were 39,815 arrivals of 8,648,274 tons, and 39,814 departures of 8,617,506 tons.

Of British ocean-going tonnage 2,597,342 tons entered, and 2,580,187 tons cleared.

Of River Steamers (British) 1,765,495 tons entered, and 1,762,624 tons cleared, making a grand total of British tonnage of 8,705,648 tons entering and clearing.

Of Foreign ocean-going tonnage 2,273,871 tons entered, and 2,267,289 tons cleared.

Of Foreign River Steamers 2,994 tons entered, and 2,931 tons cleared, making a grand total of Foreign tonnage of 4,547,085 tons entering and clearing.

Of Junks in Foreign trade 1,814,218 tons entered, and 1,812,470 tons cleared.

Of Junks in Local trade 194,291 tons entered and 192,002 tons cleared.

British Ocean-going tonnage therefore represented	29.9 %.
" River	20.4 %.
Foreign Ocean-going	26.3 %.
" River	.03 %.
Junk tonnage (Foreign trade)	21.0 %.
" (Local trade)	2.2 %.

2. 5,313 Steamers, 226 sailing vessels, and 29,466 junks in Foreign trade, entered during the year, giving a daily average of 96 vessels as against 93 in 1897.

For European-constructed vessels the average daily entry would be 15.17 as against 13.63 in 1897, and of the steamers arriving 68.12 per cent. were British.

3. A comparison between the years 1897-1898 is shown in the following Table:—

Comparative Shipping Return for the Years 1897 and 1898.

	1897.		1898.		INCREASE.		DECREASE.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
British,.....	6,783	8,268,766	7,456	8,705,648	673	436,882	...	...
Foreign,	3,161	3,855,833	3,602	4,547,085	441	681,252	...	...
Junks in Foreign Trade,	57,803	3,441,295	53,936	3,626,754	1,131	185,459	...	...
Total,.....	67,747	15,565,894	69,994	16,879,487	2,247	1,313,593	...	...
Junks in Local Trade,	9,546	372,280	9,635	386,293	89	14,013	...	...
Grand Total,...	77,293	15,938,174	79,629	17,265,780	2,336	1,327,606	...	...
NETT,.....					2,336	1,327,606	...	...

* Including 18,968 Conservancy and Dust Boats measuring 401,274 tons.

† Including 18,700 Conservancy and Dust Boats measuring 409,840 tons.

4. For vessels under the British flag this table shows a large numerical increase, but a comparatively small tonnage increase (673 vessels of 436,882 tons). This is accounted for by an increase in small steamers running to Macao and Canton and the West River Ports, amounting to 759 vessels "in and out" measuring 143,398 registered tons, and at the same time a decrease in lorchas on the same route of 257 vessels of 12,896 tons, the balance, viz., 502 vessels of 130,502 tons, represents the increase in the River trade and this, being deducted from the figures given above, leaves a total exclusively in favour of ocean-going traffic under the British flag of 171 vessels "in and out," aggregating 306,380 tons, or an average of about 1,800 tons per vessel.

For vessels under Foreign flags there is a substantial increase over 1897 (441 vessels measuring 681,252 registered tons), of this, two West River steamers represent 91 vessels and 5,925 tons, and the lorchas take another 1,121 tons. Taking these two items into account, a balance is found in favour of ocean-going traffic under Foreign flags, of 359 vessels representing 674,206 registered tons. Of this balance the vessels under the Japanese flag contributed the largest share by 177 vessels measuring 406,179 tons about one-half of which, or 52 vessels of 196,968 tons, goes to the credit of the "Nippon Yusen Kaisha" (European line) and 25,426 tons to the three new Pacific Liners, the balance of increase under this flag was made up by outside steamers attracted by the enhanced freights on coal and rice in the first half of the year.

Next in order come vessels under the German flag; after deducting the lorcha trade which has dropped out altogether, and those old friends who have left us, we still have an increase over 1897 of 39 vessels of 144,889 tons. The new steamers of the Hamburg-American Line are the chief contributors to this increase, the first of these steamers arrived here in March and at the end of the year they are credited with 34 vessels "in and out" representing 116,670 tons. Nine new ships under this flag also called here during the year representing in the aggregate "in and out" 25 vessels and 22,044 tons, in these last were comprised 3 coal hulks *en route* for Kiaochow and 3 cruisers for the Chinese Government.

The Norwegian flag shows an increase of 125 vessels of 88,899 tons, made up chiefly by 11 new steamers and the return to these waters of some of the older vessels which were away in 1897.

The American flag contributes to the increase 30,778 tons, chiefly owing to the chartered transports which called here after the fall of Manila, and to the adoption by the Northern Pacific Co. of American nationality.

Danish colours give an increase of 15,641 tons, due to the ships of the East Asiatic Co. which called here first in May and continued during the year.

The Chinese flag showed an increase of 12,159 tons.

The Swedish flag deserted us during the year, taking about 24,000 tons, and other nationalities call for no special remarks.

5. The actual number of ships of European construction—exclusive of River steamers—which entered the Port in 1898 was 556, being 239 British and 317 Foreign, these entered in the aggregate 3,564 times giving a total tonnage of 4,871,213 tons; in 1897 the ships numbered 592 and the entries 3,427; in 1896 the ships were 579 and the entries 3,285; the total tonnage in 1896 was 4,487,767 and in 1897 it was 4,369,563. The feature in 1898 is that fewer ships made more frequent returns and gave a large increase in tonnage.

STEAMERS.

Flag.	Ships.		No. of times entered.		Total Tonnage.	
	1897.	1898.	1897.	1898.	1897.	1898.
British,	281	203	1,605	1,690	2,390,078	2,545,055
Belgian, .....	...	1	...	1	...	2,174
American,	4	11	21	19	37,886	39,793
Austrian,	10	9	27	25	66,594	66,159
Chinese,	14	21	198	211	255,619	262,613
Danish,	5	7	72	68	35,112	43,045
Dutch,	1	5	4	6	3,288	8,839
French,	19	20	144	157	169,547	175,227
German,	80	87	669	695	805,694	881,094
Hawaiian,	2	2	3	5	7,100	11,696
Italian,	3	2	13	13	18,913	18,995
Japanese,	51	60	152	240	299,658	502,618
Norwegian,	28	36	142	204	144,175	188,213
Russian,	4	1	5	1	14,585	3,427
Spanish,	3	3	4	3	2,166	1,200
Swedish,	1	...	12	...	11,868	...
Total,	506	468	3,071	3,338	4,262,283	4,750,148

SAILING VESSELS.

Flag.	Ships.		No. of times entered.		Total Tonnage.	
	1897.	1898.	1897.	1898.	1897.	1898.
British,	39	36	240	115	48,996	52,287
American,	30	32	93	50	38,981	44,233
Danish,	1	1	1	1	586	382
French,	1	1	1	1	1,235	1,114
German,	9	10	13	51	12,961	16,918
Hawaiian,	1	2	1	2	1,156	2,159
Italian,	1	1	1	1	794	794
Norwegian, .....	...	3	...	3	...	2,898
Russian, .....	...	1	...	1	...	471
Siamese,	2	1	3	1	1,621	309
Spanish,	1	...	2	...	600	...
Swedish,	1	...	1	...	350	...
Total,	86	88	356	226	107,280	121,065

6. The 239 British ships carried 2,401 British officers and 44 foreigners as follows :—

British,	2,401
Germans,	8
Americans,	19
Danes,	3
Swedes,	4
Austrian,	1
Portuguese,	4
Norwegians,	4
Pole,	1
Total,	<u>2,445</u>

The proportion of Foreigners was therefore 1.8% comprising 8 nationalities, a decrease of .2%, with fewer ships.

The 317 Foreign ships carried 2,068 officers, of whom 235 were British, as follows :—

Japanese,	119
Chinese,	95
French,	10
Dutch,	8
American,	2
Hawaiian,	1
Total,	<u>235</u>

The proportion of Britishers in foreign vessels was therefore 11.3%, distributed under six different heads, an increase on 1897 of .5%, with an increase of 44 foreign ships (or 13.8%). Chinese vessels carrying 4½% as against about 3% in 1897.

Of the crews of the British vessels—

19.3%	were Britishers.
1.0%	„ other Europeans.
79.7%	„ Asiatics.

Of the crews of Foreign vessels—

2.0%	were Britishers.
26.6%	„ other Europeans.
71.4%	„ Asiatics.

Taking the total of entries and departures, the average crew of British ships was 57, of which 20% were Europeans, and for Foreign ships 47, of which 28.6% were Europeans.

TRADE.

7. The year 1898 was marked by a large deal in rice and coal and by the introduction of the trade in Bulk Oil from Langkat (Sumatra).

A demand for rice in Japan created a market which was largely availed of, and the returns for the first half of the year show that 469,000 tons were reported by ships entering, which was over 100,000 tons more than during the whole of 1897, and of which the bulk was *en route* for Japan. The import continued in a lessened degree during the second half and at the end of the year 747,000 tons had been reported, being more than double what it was in 1897.

Coal in the first half year showed an increase of 120,000 tons and by the end of the year 817,967 tons had been reported as arriving, being an increase over 1897 of about 36%.

Bulk oil, which made a large stride in the first half year, fell off in the second half, but the year shows an increase of 19,580 tons. Case oil was practically the same as in 1897. Sugar and flour show a considerable increase, and the Import Return closes with a nett increase over 1897 of 645,428 tons of cargo reported.

In exports, a nett increase of 552,072 tons of European-constructed shipping reported an increase of 137,979 tons of cargo.

The transit return gives an increase of 167,860 tons.

There can be no necessity for me to again refer to the fact that we are entirely dependent for the above figures on gratuitous information compiled together without any special staff or machinery.

8. Using the classification adopted in previous years we find that the total import trade of 1898 was represented by 35,005 vessels aggregating 8,453,983 tons, carrying 5,958,465 tons of cargo, of which 3,938,143 tons were discharged in Hongkong.

COUNTRY.	SHIPS.	Tons.	CARGO.	
			Discharged.	In Transit.
CLASS I.				
Canada,	17	50,253	12,726	...
Cape of Good Hope,	1	1,699	...	...
Continent of Europe,	115	278,711	84,570	323,328
Great Britain,	171	416,377	233,528	486,737
Mauritius,	1	985	600	...
Sandwich Islands,	2	2,667	1,900	...
South America,.....	2	1,463	961	...
United States,	124	270,204	188,173	103,373
	433	1,022,359	522,458	913,438
CLASS II.				
Australia and New Zealand,	51	69,533	42,791	28,603
India and Straits Settlements,	217	393,481	215,368	179,179
Japan,	506	911,844	771,618	312,783
Java and Indian Archipelago,.....	111	152,986	260,159	18,012
North and South Pacific,.....	3	1,614	70	...
Russia in Asia,.....	11	14,601	1,640	160
	899	1,544,059	1,371,646	538,737
CLASS III.				
North Borneo,	18	19,242	23,340	...
Coast of China,.....	1,204	1,356,597	189,236	426,204
Cochin-China,	226	245,956	344,610	74,505
Formosa,	112	83,436	27,535	2,655
Kiauchow,	1	1,001	...	...
Philippine Islands, ..	163	169,526	145,089	11,384
Hainan and Gulf of Tonquin,.....	291	209,541	258,428	36,400
Siam,	210	214,404	339,378	16,999
Weihaiwei,	1	2,047	2,000	...
Macao,	6	3,045	...	...
	2,232	2,304,795	1,329,616	568,147
CLASS IV.				
River Steamers,—Canton, Macao and West River,	1,975	1,768,489	164,769	...
CLASS V.				
Junks in Foreign Trade,	29,466	1,814,281	549,654	...
TOTAL,.....	35,005	8,453,983	3,938,143	2,020,322

Similarly, the export trade of 1898 was represented by 34,989 vessels, aggregating 8,425,504 tons, carrying 3,006,474 tons of cargo, and shipping 493,651 tons of bunker Coal.

COUNTRY.	SHIPS.	TONS.	CARGO.	
			Shipped.	Bunker Coal.
CLASS I.				
Canada,	21	54,759	18,513	900
Cape of Good Hope,	1	1,474	900	...
Continent of Europe,	101	264,739	74,376	19,985
Great Britain,	75	208,336	65,647	2,840
Mauritius,	1	1,553	900	...
South America,	6	5,293	5,366	...
United States,	75	148,525	210,470	1,263
	280	684,679	376,172	24,988
CLASS II.				
Australia and New Zealand,	39	58,603	37,700	3,150
Corea,	1	783	1,300	220
India and Straits Settlements,	205	370,799	264,639	48,226
Japan,	511	937,325	551,042	65,484
Java and Indian Archipelago,	54	88,073	14,250	17,150
North and South Pacific,	6	2,342	1,100	160
Russia in Asia,	13	14,350	22,550	1,665
	829	1,472,274	892,581	136,055
CLASS III.				
North Borneo,	21	22,841	3,715	5,750
Coast of China,	1,511	1,768,769	490,608	143,344
Cochin-China,	239	284,392	59,653	48,160
Formosa,	28	24,068	52,663	3,460
Kiaochow,	8	10,747	2,451	1,700
Kwanchauwan,	1	100	148	36
Philippine Islands,	147	152,395	64,843	36,336
Hainan and Gulf of Tonquin,	326	247,707	108,601	35,657
Siam,	138	149,152	47,112	30,141
Weihaiwei,	4	7,012	5,600	1,290
Macao,	17	23,340	5,920	812
	2,440	2,690,523	841,314	306,686
CLASS IV.				
River Steamers,—Canton, Macao and West River,	1,970	1,765,555	131,127	25,922
CLASS V.				
Junks in Foreign Trade,	29,470	1,812,473	765,280	...
TOTAL,.....	34,989	8,425,504	3,006,474	493,651

Comparing the above with 1897 we get the gratifying result that in 1898 the Import trade of the Colony was increased from all parts of the world, and that this increase amounted in the aggregate to 659,833 tons of cargo discharged. Further, we find that, during the same period and by the same means, others were benefitted also, for the cargo in transit was advanced by 167,860 tons.

In Exports generally there was an increase of 1,205 ships and 229,151 tons of cargo:

9. During the year 11,058 vessels of European construction, aggregating 13,252,733 registered tons, carried 8,143,656 tons of cargo made up as follows:—

Import cargo	3,388,489
Export ,,	2,241,194
Transit ,,	2,020,322
Bunker Coal shipped	493,651

8,143,656

The total number of tons carried was therefore 61% of the total registered tonnage, or 80% exclusive of River steamers, and was apportioned as follows:—

Imports,—		British Ships,	1,939,956	
		Foreign do.,	1,448,533	
				3,388,489
Exports,—		British Ships,	1,196,521	
		Foreign do.,	1,044,673	
				2,241,194
Transit,—		British Ships,	1,189,460	
		Foreign do.,	830,862	
				2,020,322
Bunker Coal,—		British Ships,	280,473	
		Foreign do.,	213,178	
				493,651
Total,.....				8,143,656

Trade of the Port of Hongkong for the Year ending 31st December, 1898.

	TONS.							Passengers Carried.
	No. of Ships.	Discharged.	Shipped.	In Transit.	Bunker Coal Shipped.	Total.	Registered Tonnage.	
British,	3,602	a1,779,675	b1,071,162	1,189,460	255,017	4,295,314	5,177,529	130,176 Arr. 92,296 Dep. 47,278 Em. <hr/> 269,750
Foreign,	3,511	1,444,045	c1,038,905	830,862	212,712	3,526,524	4,541,160	65,802 Arr. 49,511 Dep. 13,154 Em. <hr/> 128,467
River Steamers (British),	3,854	d160,281	125,359	.....	25,456	311,096	3,528,119	578,891 Arr. 565,554 Dep. <hr/> 1,144,445
Do. (Foreign),.....	91	4,488	5,768	.....	466	10,722	5,925	121 Arr. 73 Dep. <hr/> 194
Total,.....	11,058	e3,388,489	f2,241,194	2,020,322	493,651	8,143,656	13,252,733	774,990 Arr. 707,434 Dep. 60,432 Em. <hr/> 1,542,856
Junks in Foreign Trade,	g58,936	h549,654	i765,280	.....	.....	1,314,934	g3,626,754	120,795 Arr. 124,749 Dep. <hr/> 245,544
Total,.....	69,994	3,938,143	3,006,474	2,020,322	493,651	9,458,590	16,879,487	895,785 Arr. 832,183 Dep. 60,432 Em. <hr/> 1,788,400
Junks in Local Trade,	9,635	j139,597	8,789	.....	.....	148,386	386,293	4,114 Arr. 3,577 Dep. <hr/> 7,691
Grand Total,.....	79,629	4,077,740	3,015,263	2,020,322	493,651	9,606,976	17,265,780	899,899 Arr. 835,760 Dep. 60,432 Em. <hr/> 1,796,091

a 2,150 tons of liquid Fuel.
 b 23,109 " of case Kerosine.
 6,600 " of bulk "
 c 43,217 " of case Kerosine.
 5,930 " of bulk "
 d 5,609 " of Tea.

e { 5,609 tons of Tea.
 2,150 " of liquid Fuel.
 f 66,326 " of case Kerosine.
 12,530 " of bulk "
 259,206 " of Rice.

g Including Conservancy and Dust Boats 18,700, tons 409,840.
 h Tea 2,338 tons.
 i { Kerosine 23,931 tons and 11 cases.
 Rice and Paddy 284,747 tons.
 j Earth and Stones 134,658 tons.

IMPORTS.

EUROPEAN-CONSTRUCTED VESSELS.

	1897.		1898.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	3,071	4,262,283	3,338	4,750,148	267	487,865	...	...
River Steamers,	1,547	1,694,077	1,975	1,768,489	428	74,412	...	...
Sailing Vessels,	356	107,280	226	121,065	...	13,785	130	...
Total,	4,974	6,063,640	5,539	6,639,702	695	576,062	130	...
			Nett,.....		565	576,062	...	...
Imported tons,.....	2,743,061		3,388,489					

As follows:—

Articles.	1897.	1898.	Increase.	Decrease.
Beans, .....	...	11,092	11,092	...
Bones, .....	...	500	500	...
Coal,	601,544	817,967	216,423	...
Cotton Yarn and Cotton,	30,581	36,611	6,030	...
Flour,	85,904	103,544	17,640	...
Hemp,	43,360	55,160	11,800	...
Kerosine (bulk),	47,782	67,362	19,580	...
Do. (case),	60,346	59,115	...	1,231
Lead,	5,496	4,200	...	1,296
Liquid Fuel, .....	...	2,150	2,150	...
Opium,	2,531	2,638	107	...
Pitch,	1,700	...	...	1,700
Rattan,	2,920	6,441	3,521	...
Rice,	361,130	747,395	386,265	...
Sandalwood,	3,459	2,055	...	1,404
Sulphur,	2,040	535	...	1,505
Sugar,	211,777	267,422	55,645	...
Tea,	5,929	6,554	625	...
Timber,	64,862	46,599	...	18,263
General,	1,211,700	1,151,149	...	60,551
Total,	2,743,061	3,388,489	731,378	85,950
Transit,	1,852,462	2,020,322	167,860	...
Grand Total,	4,595,523	5,408,811	899,238	...
		Nett,.....		813,283

EXPORTS.

	1897.		1898.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	3,067	4,263,453	3,319	4,728,952	252	465,499	...	...
River Steamers,	1,548	1,690,644	1,970	1,765,555	422	74,911	...	...
Sailing Vessels,	355	106,862	230	118,524	...	11,662	125	...
Total,	4,970	6,060,959	5,519	6,613,031	674	552,072	125	...
			Nett,		549	552,072	...	...
Exported tons,	2,103,215		2,241,194					

	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.
	Steamers,	3,067	422,257	3,319	467,729	252	45,472	...
River Steamers,	1,548	23,742	1,970	25,922	422	2,180	...	...
Total,	4,615	445,999	5,289	493,651	674	47,652	...	...
			Nett,		674	47,652	...	...

RIVER TRADE.

Imports, Exports and Passengers.

Year.	Imports.	Exports.	Passengers.
1897,	146,603	90,544	988,046
1898,	164,769	131,127	1,144,639

JUNKS.

Imports.

Foreign trade, 29,466 measuring	1,814,281 tons.
Local trade, 4,810 "	194,291 "
Total, 34,276 "	2,008,572 "

Imported 689,251 tons as under :—

Tea,	2,338 tons.
Oil,	1,468 "
Rice,	4,595 "
Earth and Stones,	134,658 "
General,	546,192 "
Total, 689,251 "	

Exports.

Foreign trade, 29,470 measuring	1,812,473 tons.
Local trade, 4,825 "	192,002 "
Total, 34,295 "	2,004,475 "

Exported 774,069 tons as under :—

Kerosine,	23,931 tons.
Rice and Paddy,	284,747 "
General,	465,391 "
Total, 774,069 "	

10. A review of the junk trade of the Colony may not be without interest at the present time.

In the early days of the Colony's history Piracy in its neighbourhood was more or less common; In his Annual Report for 1865 the Harbour Master says "There can be little doubt but that every armed junk becomes a pirate when an opportunity offers," and in 1868, after the introduction of the "Harbour and Coast" Ordinance, he says "Formerly there was good reason to suppose that piratical vessels were fitted out in this harbour, Free Trade amongst junks had become Free Licence and these piratical pests of our waters had unmolested ingress and egress at all hours of the night and day."

Ordinance No. 6 of 1866—"The Harbour and Coast Ordinance,"—which came into force on 1st January, 1867, made provision for the regulation and control of junks; most of its provisions have been re-enacted from time to time since, and the regulations now in force are for all practical purposes the same as in 1867 and are briefly as follows:—

Junks are divided into two classes:—

- (1) Unlicensed Junks and
- (2) Licensed Junks.

These classes are again divided into:—

- (1) Trading Junks and
- (2) Fishing Junks.

Unlicensed Junks.

Unlicensed Junks are required—

- (1) To anchor in certain places called "Anchorages for Junks" and from which they may not remove without permission.
- (2) To report their arrival.
- (3) To give notice of intended departure.
- (4) Not to leave at night.

Licensed Junks.

Any junk, on complying with certain conditions as to giving security, &c. may be granted a licence by the Harbour Master, either for trading or fishing, for which a fee is paid, the maximum being \$20 a year.

She then obtains the following advantages:—

- (1) No restriction as to place of anchoring.
- (2) On payment of a fee of 25 cents she is granted a Special Permit, good for one month, absolving her from reporting each arrival and intended departure.
- (3) If a Fishing Junk, she is granted a permit, on payment of a fee of 25 cents, allowing her to leave during certain hours of the night and early morning.

In 1867, 20,787 Trading Junks of 1,367,702 tons entered, and 20,443 of 1,353,700 tons cleared. In addition 1,444 Fishing Junks were licensed during the year and the greater number of these came in or left daily during the winter months.

In 1898, 29,466 Junks of 1,814,281 tons entered and 29,470 of 1,812,473 tons cleared, also 5,379 Fishing Junks were licensed.

In 1868, Customs Stations were established in the vicinity of the Colony by the Viceroy of Canton, primarily for the collection of Opium "Lekin" and Opium "duty," but this soon became extended, and a levy of lekin and duty on all imports and exports was made at these stations (see Sir JAMES RUSSELL's report 1886), and in 1869 the Harbour Master reported "I think the decrease in tonnage in Junks can reasonably be attributed to the existence of these Stations (Customs) and to the activity of the cruisers attached to them."

In 1874 a Commission, which had been appointed to enquire into "complaints made against the action of the Chinese Maritime Customs in the neighbourhood of the Colony and the alleged detriment to trade arising from such action," submitted their report. They found in the course of their investigation "that a most vexatious system of blockading is kept up at all the entrances to the harbour by a number of boats in the employ of the Hoppo of Canton, the salt farmer, and the collector of the lekin tax, and that these craft continually make use of and encroach into the waters of the Colony and actually capture junks therein."

The proceedings of these blockaders, which were gravest in character were the stopping of junks, proceeding on distant voyages with cargoes of lawful merchandise laden in the Colony, and compelling them to go to Canton and pay duty on their cargo—a practice which was carried on extensively; and further, the seizure of junks bound to the Colony from ports in Formosa and elsewhere and the taking of these to Canton to be mulcted in heavy sums, or possibly to be condemned and sold.

The Commission advised that, Her Majesty's Government should endeavour "to prevail on the Government of China to remove altogether the Customs Stations and Cruisers from the neighbourhood of the island, and to arrange that duties be collected only at those ports or places at which there exists an export or import trade, and that should the Chinese Government refuse to remove the Stations and cruisers altogether, it might be urged upon them to remove these to a greater distance than they are at present, say, not nearer in any case than ten miles from the entrances to the harbour."

Whatever may have been the cause, it appears that after 1875 the junk trade, as represented by the Harbour Master's returns, began to improve, and in his report for 1877 the Harbour Master said "It was the general opinion, and I shared in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony, but in the face of the figures which these returns exhibit, I am unable any longer to see that the effect of the blockade has been so detrimental as it was thought it would be." The figures referred to shewed in 1878 an increase over 1877 of 1,186 junks entering, and the Harbour Master attributed some of this increase to more correct records being kept, in consequence of an additional outstation at Yaumati. However, there were still complaints of the seizure of native craft carrying so-called "contraband."

From 1877 to 1887 the junk trade, according to the Harbour Master's Reports, fluctuated between 1,600,000 and 1,800,000 tons entered yearly. The highest figures ever attained previously being 28,340 junks of 1,871,810 tons entered in 1872.

In 1887 as a result of the Commission which sat in pursuance of the Chefoo Agreement (1876), and the additional Article to the Agreement (1885) the collection of duties on goods imported and exported in junks, devolved upon the Foreign Collectorate of the Chinese Maritime Customs, and the Customs Stations round Hongkong were placed under the direction and supervision of a European Commissioner (Mr. F. A. MORGAN).

It cannot, I think, be denied that, even since this change was made, just causes of complaint have at times arisen, and I am persuaded that causes of complaint will continue to arise if the Customs officers are vigilant and zealous, the difference from the old state of things being that, vigilance and zeal will be the disturbing causes, instead of rapacity and dishonesty. The only real panacea is the removal of the primary cause, viz., the Customs Stations themselves.

A careful consideration of all points of the question which occur to me draws me to the conclusion that, inconvenient though it is, and contrary to the usual manner of nations, we have up to the present no right to object to these Stations; I do not think we have any legitimate grievance against the Chinese Government because it endeavours to prevent junks trading to Chinese Ports with what it declares to be contraband, or to smuggle dutiable goods, no matter where the cargoes have been obtained, always provided that this does not lead to a violation of our territorial waters and that vessels and goods to and from Hongkong are not subjected to any other charges beyond what has been fixed by Treaty.

At the same time I consider that we allow our hospitality to err, even to indiscretion, and we put a weapon in their hands to be used against us, when we allow a Chinese Customs establishment in our midst, for there can be little doubt that by this means our prestige suffers in the eyes of the natives, and what perhaps is of more practical importance, an intimate knowledge can be obtained in the Colony of trading transactions, which, perfectly lawful and harmless so far as our Free Port is concerned, may in China be subject to those Rules appended to the Tariff, which restrict the import of certain descriptions of goods except under special conditions.

But whatever may be said of the present practice of closely investing our port with Customs Stations on all sides and in its midst, it must be allowed that, with the exception of the latter, all these Stations are in Chinese territory, and their closeness may be excused on the ground of the geographical position of the base of operations of those whose business theirs is to watch. The small island of Hongkong with its 50,000 or 60,000 junks annually coming and going, over five-sixths of which trade to and from the Sun On and West River and Canton Districts and all of which radiate to all points of the Compass within an hour or two of leaving this Free Port, offers some reason for the Chinese Government pressing home its revenue protectors as close as they can. That reason disappears, however, with the extension of British territory, and the protector's line should fall back simultaneously with this extension, and China should protect her revenue in the same way as any other country does, namely, at her ports of entry and clearance instead of reversing the practice of civilization and protecting it at the Foreign Ports to which she exports and from which she imports.

How far the existence of these Customs Stations has interfered with our junk trade in the past is problematical, and the only solution to be arrived at is by inference, since all direct proof is wanting. There can be no question as to China's undoubted right to collect her Customs revenue somewhere, in her own territory or waters, and it is impossible to say that our junk trade would have been larger if she had collected her Customs duties at the ports of origin and destination of the goods, instead of at intermediate stations close on our border.

In 1884 our junk tonnage was 49% of the European tonnage, in 1897 it was only 28% and, if certain Licensed Junks which are engaged by the Conservancy and Dust Contractors and which have only been taken into our returns during the last few years, were omitted, the decrease would be even more marked.

On the other hand, our returns show an increase of European ocean-going tonnage since 1889 of 25.33% while the Customs returns show an increase in the number of junks trading to and from Hongkong and passing the stations, of 30.37%, and it is very probable that the Customs returns are far more accurate with regard to junks than our own, the circumstances of a Free Port, added to the difficulty of distinguishing and identifying native craft, together with the well-known proficiency with

which Chinese lie without hesitation, renders the task of keeping an absolutely correct return of some 50,000 or 60,000 junks annually almost impossible with a staff of two Junk Inspectors in Victoria and no one at the outstations whose sole duty it is, and I am forced to the conclusion that a number of these junks come and go without leaving any trace on our records. In 1897 as in 1877 more correct returns would in all probability account for a further apparent increase in the junk trade, but this correctness cannot be arrived at without additional staff and expenditure.

In 1893, this Department began to try to gauge the amount of cargo tons represented by the registered tonnage of the Shipping frequenting the Port. There is no special staff or machinery for this and its correctness or otherwise depends on reports and returns made direct from the Shipping, or through its Agents.

In 1893 the amount of cargo discharged from European ocean-going shipping was given as 2,717,910 tons. In that year Junk exported 845,177 tons. In 1897 the European cargo was 2,596,458 and Junks exported 684,320. Assuming for the moment that the cargo exported by junks was entirely made up of that discharged from the ocean-going European ships, these junks distributed 31% in 1893, and 26.3% in 1897, showing no great decrease, particularly as owing to the decreased importation of rice, 1897 was a bad year for junks.

But the Customs returns furnish a still better fact from which to draw our inference, namely the value of the trade in junks between Hongkong and China. In 1888 this was Hk. Tls. 33,495,526, in 1893 it was 39,938,740, and in 1897 it was 39,991,611 giving an increase of 19% in the 10 years to put against an increase of 25% in the register tonnage of European ocean-going shipping during the same period.

Year.	Ocean-going European Tonnage.	Value of Junk trade Hongkong and China.			Total.
		Imports from Hongkong.		Exports to Hongkong.	
		Foreign Goods. Hk. Tls.	Native Produce.	Native Produce.	
1888,	6,973,483	15,636,853	3,476,200	14,328,473	33,441,526
1889,	6,016,908	12,894,763	3,711,707	14,194,598	30,801,068
1890,	6,392,575	17,960,229	3,453,432	14,840,659	36,254,330
1891,	6,081,407	13,297,933	3,376,619	17,016,926	33,691,478
1892,	6,968,236	13,468,368	3,113,192	17,290,632	33,872,192
1893,	7,320,753	17,663,217	3,338,377	18,937,126	39,938,720
1894,	7,193,855	15,326,749	3,438,540	19,665,908	38,431,197
1895,	8,211,496	21,585,595	3,455,730	22,678,090	47,719,415
1896,	8,971,432	21,124,268	3,482,122	22,565,590	47,171,980
1897,	8,739,878	13,027,228	3,939,890	23,024,493	39,991,611

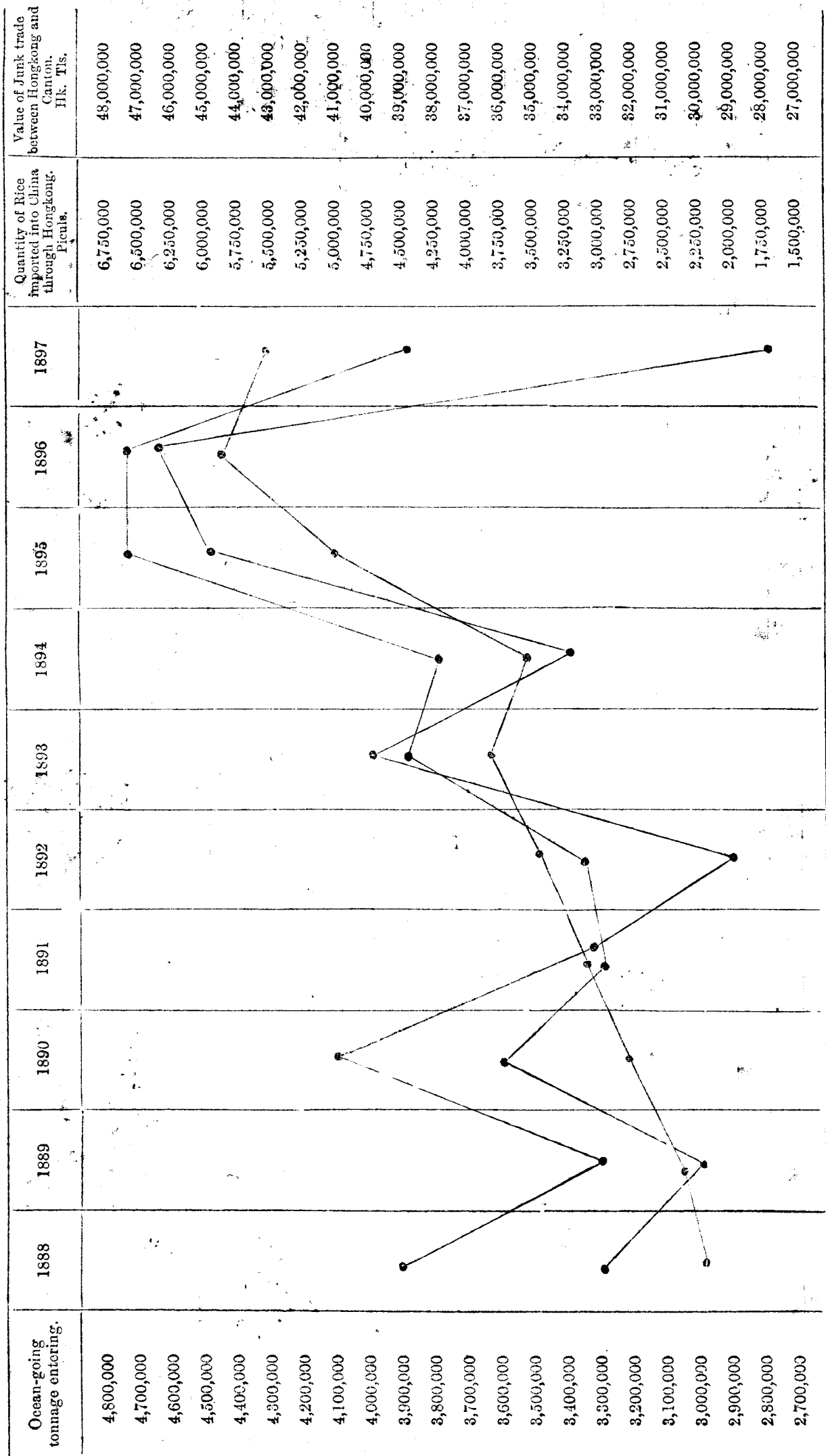
Still another test that can be applied is this. In 1893 (the first year that we collected the cargo returns) European tonnage discharged 2,717,910 tons of cargo and the value of the foreign goods exported from Hongkong to China by junk, according to the Customs return, was Hk. Tls. 17,663,217 or in the ratio of 1 ton to 6.4 Hk. Tls., in 1896 the ratio had risen to 1 ton to 8 Hk. Tls., but it dropped in 1897 to 1 ton to 5 Hk. Tls., owing, in the opinion of the Commissioner of Customs, to transit privileges favouring at that time shipments in European bottoms instead of in junks.

Whether or not there should be a fixed ratio between total European tonnage and the total junk tonnage frequenting the port, is, I think, very doubtful, because, in the first place, junks are not the sole distributors, except to non-treaty Ports with which it is probable trade does not expand rapidly, and, in the next place, the European tonnage is not solely employed in the carriage of goods to be distributed from Hongkong as a centre, for a not inconsiderable portion of the cargoes is in transit to more distant ports.

In 1893 the cargo discharged in Hongkong from ocean-going ships amounted to 74% of the registered tonnage arriving, and the transit cargo was 36%, in 1897 the cargo discharged was only 59% while the transit cargo had gone up to 42%.

More probable does it appear that, if the junk trade has any fixed relation to anything it is to the quantity of rice imported from Cochin China and Siam. The bearing which this has on the junk trade will be very clearly seen from the annexed diagram which is prepared from the information contained in the Customs return.

Diagram comparing—(1) The Ocean-going tonnage entering, (2) The value of the Junk trade with China, and (3) quantity of Rice imported into China through Hongkong, 1888-1897 inclusive.



(1) Ocean-going tonnage (blue). (2) Value of Junk trade (black). (3) Quantity of Rice (red).

11. PASSENGER TRAFFIC.

	<i>Arrivals.</i>	<i>Departures.</i>
British Ships,	130,176	139,574 including Emigrants.
Foreign Ships,	65,820	62,665
River Steamers,	579,612	565,627
Launches,	2,390,985	2,388,982
Junks,	124,909	128,326
	<u>3,290,902</u>	<u>3,285,174</u>

Difference—Excess of Arrivals 5,728.

REVENUE.

12. The total Revenue collected by the Harbour Department during the year was \$183,628.01, a decrease of \$50,605.11 on the previous year which is more than accounted for by the reduction of the rate of Light Dues from 2½ cents to 1 cent.

1. Light Dues.....	\$ 51,645.15
2. Licences and Internal Revenue,	\$ 31,516.00
3. Fees of Court and Office,	\$100,466.86
	<u>Total,.....\$183,628.01</u>

STEAM LAUNCHES.

13. On 31st December there were 147 Steam Launches employed in the Harbour; of these 58 were licensed for the conveyance of passengers, 72 were privately owned, 12 were the property of the Colonial Government, and 5 belonged to the Imperial Government in charge of the Military Authorities.

One Master's Certificate was suspended for 2 weeks, two for one month, one for 2 months and three for 3 months.

EMIGRATION.

14. 60,432 Emigrants left Hongkong for various places during the year; of these 47,278 were carried by British ships, and 13,135 by Foreign ships; 105,441 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 82,694 were brought in British ships, and 22,747 by Foreign ships.

Returns Nos. XVII and XVIII will give the details of this branch of the Department.

REGISTRY OF SHIPPING.

15. During the year, 9 ships were registered under the provisions of the Imperial Act, and 12 certificates were cancelled.

MARINE MAGISTRATE'S COURT.

16. 32 Cases were heard in the Marine Magistrate's Court: refusal of duty, assault, and breach of Harbour Regulations were the principal offences.

EXAMINATION OF MASTERS, MATES AND ENGINEERS.

(Under Section 15 of Ordinance No. 26 of 1891.)

17. The following table will show the number of candidates examined for Certificates of Competency distinguishing those who were successful and those who failed:—

GRADE.	PASSED.	FAILED.
Masters,	8	1
First Mates,	14	2
Only Mates, .....	...	2
Second Mates,	4	1
TOTAL,.....	26	6
First Class Engineers,	12	10
Second Class Engineers,	36	18
TOTAL,.....	48	28

MARINE COURTS.

(Under Section 13 of Ordinance No. 26 of 1891.)

18. The following Courts have been held during the year :—

1. On the 3rd and 4th May, inquiry respecting the circumstances connected with the stranding of the British Steam-ship "Sishan," Official No. 89,083 of London, near the Middle Rocks, China Sea, on the 22nd April, 1898. The Master's (John Jenkins) Certificate of Competency was suspended for one month.

2. On the 20th and 21st May, inquiry respecting the circumstances connected with the stranding of the British Steam-ship "Ching Po," Official No. 107,013 of Hongkong, on the West River, China, on the 23rd and 24th March, 1898. The Master's (Peter Ryves Marsh) Certificate of Competency was suspended for four months.

SUNDAY CARGO-WORKING.

(Ordinance No. 6 of 1891.)

19. During the year 258 Permits were issued, under the provisions of the Ordinance ; of these 65 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 Permits were issued free of charge to Mail steamers.

The revenue collected under this heading was \$25,925 ; this was \$14,075 more than 1897.

The Revenue Collected each year since the Ordinance came into force is as follows :—

1892,	\$ 4,800
1893,	\$ 7,900
1894,	\$13,375
1895,	\$11,600
1896,	\$ 7,575
1897,	\$11,850
1898,	\$25,925

As a revenue raising measure, therefore, it has been very successful, as a prevention of Sunday work, however, not much can be said for it ; 1% of the total ocean-going tonnage entering availed of it in 1893 and 7% in 1898.

SEAMEN.

20. 18,894 seamen were shipped, and 21,504 discharged, at the Mercantile Marine Office and on board ships during the year.

232 "Distressed Seamen" were received during the year ; of these 37 were sent to the United Kingdom, 1 to Singapore, 1 to Melbourne, 3 to Sydney, 1 to Vancouver, 4 died, 160 obtained employment, 2 remained at the Victoria Gaol, 3 at the Government Civil Hospital and 20 at the Sailors' Home.

\$5,019.33 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these "Distressed Seamen" and \$98.33 by the Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

21. Return No. XXII. shows the work performed by this branch of the Harbour Department, and in forwarding this I again desire to record my appreciation of the manner in which the work of this sub-department is carried out.

In my Annual Report for 1894 I referred at length to the case of the Government Marine Surveyor and his Assistant, and I reproduced an extract from a report made by me in a letter dated 14th June, 1892, as follows :—

"The duties of these Surveyors, I am convinced, are very onerous, the inspection of "boilers and engines, especially during the hot weather, being most trying.

"The conditions also under which these surveys are held at Hongkong are peculiar, "owing to the short time that vessels as a rule remain in port. In order to save time, "applications for survey are constantly received before the vessel's arrival, and it frequently "happens that the completion of the survey is the final act before she again leaves. They "cannot even afford to wait for their passenger certificates, clearances being frequently "granted them by me on receipt of a report from the Surveyor that the requirements of the "law have been complied with.

“ It is, therefore, most important that the work of surveying vessels should be carried on as expeditiously as possible, and the importance of these surveys renders it imperative that the examination should be thorough ; in order to insure these conditions it is necessary that there should be an adequate and efficient staff. It will be seen from the report of Mr. Dixon attached hereto that the survey of a vessel for Passenger Certificate occupies himself and his Assistant eight hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of this eight hours, as the ship may be anywhere between the Hunghom Docks and Aberdeen. Other surveys though not occupying so much time, in each case, are made under somewhat similar circumstances.

“ There are four local Marine Surveyors carrying on business in Hongkong ; in addition to these, some of the Steamship Companies employ special surveyors for their vessels. The Government Marine Surveyors practically do a very large proportion of the amalgamated work of all these, having at the same time to so arrange that if possible there should be no delay or inconvenience to any one. No easy matter in a place where, as may be expected, each owner or agent considers his own interest as paramount.”

In the same report (1894) I compared the work done at Hongkong by two men with the work done at Liverpool by eleven men and at Cardiff by six men, and I showed that at Liverpool there were about 40 vessels of 92,000 tons per surveyor and at Cardiff 27 vessels of 53,000 tons, while at Hongkong with all its disadvantages of climate, &c., we had 56 vessels of over 100,000 tons to each surveyor.

Once more I must dwell on this subject ; the amount of work performed by our surveyors continues to increase and, that it becomes necessary for me to draw attention to it is, I think, ample testimony that it is satisfactorily performed, for we all know that public duties ill performed soon declare themselves.

During the eleven months January-November, 1898, the tonnage surveyed at Liverpool was 967,762 tons, in Hongkong during the year 324,610 tons were surveyed, this gives 100,454 tons per surveyor at Liverpool and 162,305 tons per surveyor at Hongkong.

The Revenue derived by the Colony from the work performed by the Marine Surveyors has increased from \$10,055.87 in 1890 to \$12,634.05 in 1898, the “ overtime ” fees alone in 1898 amounting to \$570.

The Government Marine Surveyors are again presenting a respectful petition asking for a consideration of their position and an augmentation of their pay, and this I sincerely trust will meet with the success which, I think, it deserves.

LIGHTHOUSES.

22. The amount of Light Dues collected was as follows :—

CLASS OF VESSELS.	RATE PER TON.	NO. OF SHIPS.	TONNAGE.	TOTAL FEES COLLECTED.
				\$ c.
Ocean Vessels,	2½ cents.	58	62,786	1,569.66
Do.,	1 cent.	3,388	4,787,316	47,873.16
Steam Launches,	do.	135	4,911	49.11
River Steamers (night-boats),...	¾ cent.	4	6,536	43.57
Do. (do.),...	½ do.	827	624,826	2,082.96
Launches plying exclusively to Macao and West River by night,	do.	155	7,998	26.69
River Steamers (day-boats),	Free.	1,144	1,137,127	...
Launches plying to Macao and West River by day,	do.	314	15,516	...
TOTAL,.....		6,025	6,647,016	51,645.15

Telegraphic and telephonic communication has been kept up with the Gap Rock and Cape D’Aguilar during the year. From the former station 829 vessels have been reported as passing, and in addition 215 messages were received and 3,402 sent, including the daily weather report for the Observatory.

From Cape D’Aguilar 1,269 vessels were reported, and in addition 1,829 messages were sent and 24 received.

35 hours and 10 minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 223 times. On three occasions the fortnightly relief could not be effected owing to the rough sea.

GOVERNMENT GUNPOWDER DEPÔT.

23. During the year 1898 there has been stored in the Government Gunpowder Depôt, Stonecutters' Island :—

	NO. OF CASES.	APPROXIMATE WEIGHT.
		lbs.
Gunpowder, privately owned,	11,901	241,360
Do., Government owned,.....	41	820
Cartridges, privately owned,.....	5,046	1,167,773
Do., Government owned,	81	17,275
Explosive Compounds, privately owned,.....	1,089	60,469
Do., Government owned, .	21	1,226
TOTAL,.....	18,179	1,488,923

During the same period there has been delivered out of the Depôt :—

	NO. OF CASES.	APPROXIMATE WEIGHT.
		lbs.
For Sale in the Colony :—		
Gunpowder, privately owned,	7,117	143,895
Cartridges, do.,	1,607	340,585
Explosive Compounds, privately owned,....	129	8,615
For Export :—		
Gunpowder, privately owned,	2,844	58,035
Cartridges, do.,	2,538	639,968
Explosive Compounds, privately owned,...	922	47,986
TOTAL,.....	15,207	1,239,084

On the 31st December, 1898, there remained as under :—

	NO. OF CASES.	APPROXIMATE WEIGHT.
		lbs.
Gunpowder, privately owned,	1,940	39,430
Do., Government owned,.....	41	820
Cartridges, privately owned,.....	851	187,220
Do., Government owned,	77	16,225
Explosive Compounds, privately owned,.....	38	3,868
Do., Government owned, .	21	1,226
TOTAL,.....	2,968	248,789

IMPORTS AND EXPORTS (OPIUM) OFFICE.

24. The Return shows that during the year the amount of Opium reported was as follows :—

	1897. chests.	1898. chests.	Increase. chests.
Imported,.....	37,708	39,392½	1,684½
Exported,.....	35,808	37,828½	2,020½
Through cargo reported but not landed,	13,739½	15,482½	1,743

15,282 permits were issued from this Office during the year, being an increase of 31 as compared with 1897.

A daily memo. of exports to Chinese ports was during the year supplied to the Commissioner of Imperial Maritime Customs at Kowloon, and a daily memo. of exports to Macao was supplied to the Superintendent of Raw Opium Department of Macao.

Surprise visits were paid to 106 godowns during the year.

I have the honour to be,

Sir,

Your most obedient Servant,

R. MURRAY RUMSEY, Retd. Comd., R.N.,
Harbour Master, &c.

The Honourable J. H. STEWART LOCKHART, C.M.G.,
Colonial Secretary,

&c., &c., &c.

V.—NUMBER, TONNAGE and CREWS of Vessels of each Nation ENTERED at Ports in the Colony of Hongkong in the Year 1898.

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American,	86	67,853	2,488	27	18,965	552	113	86,798	3,040
Austrian,	25	66,159	1,552	...	...	...	25	66,159	1,552
Belgian, .....	...	...	...	1	2,174	43	1	2,174	43
British,	3,522	4,169,831	171,706	212	193,006	7,967	3,734	4,362,837	179,673
Chinese,	156	192,975	8,796	57	69,860	3,264	213	262,835	12,060
Chinese Junks,	14,015	1,090,270	160,132	15,451	724,011	114,174	29,466	1,814,281	274,306
Danish,	65	41,420	1,668	4	2,007	89	69	43,427	1,757
Dutch,	6	8,839	223	...	...	...	6	8,839	223
French,	157	176,241	12,600	1	100	25	158	176,341	12,625
German,	614	789,478	25,814	132	108,534	4,253	746	898,012	30,067
Hawaiian,	7	13,855	508	...	...	...	7	13,855	508
Italian,	14	19,789	1,033	...	...	...	14	19,789	1,033
Japanese,	239	501,783	17,816	1	835	37	240	502,618	17,853
Norwegian,	158	149,369	4,496	49	41,242	1,386	207	190,611	5,882
Russian,	2	3,898	111	...	...	...	2	3,898	111
Siamese,	1	309	14	...	...	...	1	309	14
Spanish,	2	862	99	1	338	47	3	1,200	146
TOTAL,	19,069	7,292,911	409,056	15,936	1,161,072	131,837	35,005	8,453,983	540,893

VI.—NUMBER, TONNAGE and CREWS of Vessels of each Nation CLEARED at Ports in the Colony of Hongkong in the Year 1898.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American,	108	78,376	2,829	10	14,360	437	118	92,736	3,266
Austrian,	25	66,159	1,518	1	77	9	26	66,236	1,527
Belgian, .....	...	...	...	1	2,174	43	1	2,174	43
British,	3,481	3,999,671	184,349	241	343,140	11,085	3,722	4,342,811	195,434
Chinese,	203	253,118	11,310	8	7,714	409	211	260,832	11,719
Chinese Junks,	13,165	1,271,236	172,895	16,305	541,237	100,793	29,470	1,812,473	273,688
Danish,	66	42,009	1,579	2	1,015	46	68	43,024	1,625
Dutch,	2	3,644	41	4	5,195	144	6	8,839	185
French,	156	175,455	12,475	...	...	...	156	175,455	12,475
German,	631	764,711	23,891	109	126,852	3,440	740	891,563	27,331
Hawaiian,	7	13,855	514	...	...	...	7	13,855	514
Italian,	14	19,789	1,054	...	...	...	14	19,789	1,054
Japanese,	203	484,117	15,935	38	68,720	2,163	241	502,837	18,098
Norwegian,	149	140,599	4,198	54	46,683	1,409	203	187,282	5,598
Russian,	2	3,898	110	...	...	...	2	3,898	110
Siamese,	1	309	15	...	...	...	1	309	15
Spanish,	3	1,391	150	...	...	...	3	1,391	150
TOTAL,	18,216	7,268,337	432,854	16,773	1,157,167	119,978	34,989	8,425,504	552,832

VII.—*Total Number, Tonnage, Crews, Passengers and Cargo of Junks ENTERED at Ports in the Colony of Hongkong, from Ports on the Coast of China, and Macao, during the Year ending 31st December, 1898.*

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.
East Coast,....	2,579	199,787	22,340	372	184,285	704	31,673	4,876	66	3,285	231,460	27,216	438	184,285
San On Dis- trict, West River, &c., }	10,752	810,210	124,870	78,163	329,207	14,338	662,459	104,610	42,038	* 25,090	* 1,472,669	* 229,480	120,201	329,207
West Coast, ...	253	23,105	2,925	82	12,863	274	16,476	3,014	49	527	39,581	5,939	131	12,863
Macao,	431	57,168	9,997	22	23,299	135	13,403	1,674	3	566	70,571	11,671	25	23,299
Total,...	14,015	1,090,270	160,132	78,639	549,654	15,451	724,011	114,174	42,156	29,466	1,814,281	274,306	120,795	549,654

* Including 9,350 Conservancy and Dust Boats of 204,920 tons and 46,812 Crews.

VIII.—*Total Number, Tonnage, Crews, Passengers and Cargo of Junks CLEARED at Ports in the Colony of Hongkong, for Ports on the Coast of China, and Macao, during the Year ending 31st December, 1898.*

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.
East Coast,....	1,167	61,898	9,145	512	26,025	2,007	148,600	16,427	78	3,174	210,498	25,572	590	26,025
San On Dis- trict, West River, &c., }	11,157	1,119,645	149,080	120,885	678,244	14,101	377,730	82,134	3,113	* 25,258	* 1,497,375	* 231,214	123,998	678,244
West Coast, ...	341	23,727	3,696	120	16,095	159	12,821	1,840	15	500	36,548	5,536	135	16,095
Macao,	500	65,966	10,974	23	44,916	38	2,086	392	3	538	68,052	11,366	26	44,916
Total,...	13,165	1,271,236	172,895	121,540	765,280	16,305	541,237	100,793	3,209	29,470	1,812,473	273,668	124,749	765,280

* Including 9,350 Conservancy and Dust Boats of 204,920 tons and 46,812 Crews.

IX.—*Total Number, Tonnage, Crews, Passengers and Cargo of Junks ENTERED at each Port in the Colony of Hongkong (exclusive of Local Trade), during the Year ending 31st December, 1898.*

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.
Aberdeen,.....	571	17,730	3,478	164	10,403	110	2,121	575	16	681	19,851	4,053	180	10,403
Hunghòm,.....	944	23,166	5,157	...	18,694	279	13,944	2,080	...	1,223	37,110	7,237	...	18,694
Shaukiwan, ...	360	8,671	2,254	139	4,756	371	17,954	2,917	15	731	26,625	5,171	154	4,756
Stanley,.....	155	3,210	898	50	2,364	54	1,178	374	...	209	4,388	1,272	50	2,364
Victoria,	10,028	798,099	126,637	78,143	309,403	12,625	459,809	86,341	41,992	* 22,650	* 1,257,908	212,978	120,135	309,403
Yaumáti,	1,957	239,394	21,708	143	204,034	2,012	229,005	21,887	133	3,969	468,399	43,595	276	204,034
Total,...	14,015	1,090,270	160,132	78,639	549,654	15,451	724,011	114,174	42,156	29,466	1,814,281	274,306	120,795	549,654

* Including 9,350 Conservancy and Dust Boats of 204,920 tons and 46,812 Crews.

X.—Total Number, Tonnage, Crews, Passengers and Cargo of Junks CLEARED at each Port in the Colony of Hongkong (exclusive of Local Trade), during the Year ending 31st December, 1898.

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.
Aberdeen,	168	6,489	1,199	160	2,174	513	13,363	2,854	20	681	19,852	4,053	180	2,174
Hungbom,	217	11,141	1,503	...	9,509	1,006	25,421	5,561	40	1,223	36,562	7,064	40	9,509
Shaukiwan, ...	404	19,593	3,209	113	16,088	315	6,940	1,848	29	719	26,533	5,057	142	16,088
Stanley,	99	2,957	731	50	2,114	110	1,432	554	...	209	4,389	1,285	50	2,114
Victoria,	10,199	950,822	141,923	121,147	496,558	12,470	305,916	70,896	2,914	22,669	1,256,738	212,819	124,061	496,558
Yau-mati,	2,078	280,234	24,330	70	238,837	1,891	188,165	19,080	206	3,969	468,399	43,410	276	238,837
Total, ...	13,165	1,271,236	172,895	121,540	765,280	16,305	541,237	100,793	3,209	29,470	1,812,473	273,688	124,749	765,280

* Including 9,350 Conservancy and Dust Boats of 204,920 tons and 46,812 Crews.

XI.—Return of Junks (Local Trade) ENTERED at the Port of Victoria from the Out-stations of the Island and the Villages of British Kaulung, during the Year ending 31st December, 1898.

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Discharged. Tons.
Victoria,	3,575	155,467	49,559	1,501	139,597	1,235	38,824	10,769	2,613	4,810	194,291	60,328	4,114	139,597
Total, ...	3,575	155,467	49,559	1,501	139,597	1,235	38,824	10,769	2,613	4,810	194,291	60,328	4,114	139,597

XII.—Return of Junks (Local Trade) CLEARED at the Port of Victoria for the Out-stations of the Island and the Villages of British Kaulung, during the Year ending 31st December, 1898.

	CARGO.					BALLAST.				TOTAL.				
	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.	Ves-sels.	Tons.	Crews.	Passen-gers.	Ves-sels.	Tons.	Crews.	Passen-gers.	Cargo Shipped. Tons.
Victoria,	1,595	45,832	13,733	3,119	8,789	3,230	146,170	46,493	458	4,825	192,002	60,226	3,577	8,789
Total, ...	1,595	45,832	13,733	3,119	8,789	3,230	146,170	46,493	458	4,825	192,002	60,226	3,577	8,789

XIII.—SUMMARY.

FOREIGN TRADE.	NO. OF VESSELS.	TONS.	CREWS.
British ships <i>entered</i> with Cargoes,	3,522	4,169,831	171,706
Do. <i>do.</i> in Ballast,	212	193,006	7,967
Total,.....	3,734	4,362,837	179,673
British ships <i>cleared</i> with Cargoes,	3,481	3,999,671	184,349
Do. <i>do.</i> in Ballast,	241	343,140	11,085
Total,.....	3,722	4,342,811	195,434
Total British ships <i>entered</i> and <i>cleared</i> ,.....	7,456	8,705,648	375,107
Foreign ships <i>entered</i> with Cargoes,	1,532	2,032,810	77,218
Do. <i>do.</i> in Ballast,.....	273	244,055	9,696
Total,.....	1,805	2,276,865	86,914
Foreign ships <i>cleared</i> with Cargoes,	1,570	1,997,430	75,610
Do. <i>do.</i> in Ballast,.....	227	272,790	8,100
Total,.....	1,797	2,270,220	83,710
Total Foreign ships <i>entered</i> and <i>cleared</i> ,	3,602	4,547,085	170,624
Junks <i>entered</i> with Cargoes,	14,015	1,090,270	160,132
Do. <i>do.</i> in Ballast,.....	15,451	724,011	114,174
Total,.....	29,466	1,814,281	274,306
Junks <i>cleared</i> with cargoes,	13,165	1,271,286	172,895
Do. <i>do.</i> in Ballast,.....	16,305	541,237	100,793
Total,.....	29,470	1,812,473	273,688
Total Junks <i>entered</i> and <i>cleared</i> ,	58,936	3,626,754	547,994
Total of <i>all</i> Vessels <i>entered</i> ,	35,005	8,453,983	540,893
Total of <i>all</i> Vessels <i>cleared</i> ,	34,989	8,425,504	552,832
Total of <i>all</i> Vessels in <i>Foreign Trade</i> , <i>entered</i> and <i>cleared</i> ,	69,994	16,879,487	1,093,725
LOCAL TRADE.			
Total Junks <i>entered</i> ,.....	4,810	194,291	60,328
Do. <i>cleared</i> ,.....	4,825	192,002	60,226
Total of <i>all</i> Vessels in <i>Local Trade</i> , <i>entered</i> and <i>cleared</i> ,.....	9,635	386,293	120,554
Total of <i>all</i> Vessels in <i>Foreign Trade</i> , <i>entered</i> and <i>cleared</i> ,	69,994	16,879,487	1,093,725
Do. <i>all</i> <i>do.</i> <i>Local Trade</i> , <i>entered</i> and <i>cleared</i> ,	9,635	386,293	120,554
Grand Total of <i>all</i> Vessels <i>entered</i> and <i>cleared</i> ,	79,629	17,265,780	1,214,279

XIV.—RETURN of LICENSED STEAM-LAUNCHES for the Year ending 31st December, 1898.

PLACES.	ENTERED.					CLEARED.				
	Vessels.	Tonnage.	Crews.	Passengers.	Cargo dis-charged Tons.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo Shipped Tons.
Within the Waters of the Colony,....	77,198	2,111,130	563,682	2,171,904	...	77,183	2,110,812	563,673	2,173,225	...
Total,.....	77,198	2,111,130	563,682	2,171,904	...	77,183	2,110,812	563,673	2,173,225	...
Within the Local Trade Limits,	9,425	254,325	70,811	198,893	...	9,425	254,325	70,811	194,103	...
Total,.....	9,425	254,325	70,811	198,893	...	9,425	254,325	70,811	194,103	...
Outside the Local Trade Limits.										
Sam Shui,.....	258	13,108	4,745	14,091	1,985	258	13,108	4,745	15,373	6,999
Kong Mun,.....										
Kam Cheuk,.....										
Wu Chow,.....	54	1,944	460	...	...	54	1,944	460	...	...
Macao,.....	233	12,233	5,126	6,097	901	233	12,233	5,126	6,281	2,059
Other Places,.....	59	1,140	396	...	...	59	1,140	396	...	...
Total,.....	604	28,425	10,727	20,188	2,886	604	28,425	10,727	21,654	9,058
Grand Total,....	87,227	2,393,880	645,220	2,390,985	2,886	87,212	2,393,562	645,211	2,388,982	9,058

XV.—RETURN of VESSELS REGISTERED at the Port of Hongkong, during the Year 1898.

Name of Vessel.	Official Number.	Registered Tonnage.	Horse Power.	Rig.	Built of	Where built and when.	Remarks.
West York,.....	74,496	706	...	Barque	Iron	Sunderland, Durham, 1876.	
Shing Lung,.....	107,021	85	...	Lorcha	Wood	Canton, China, 1897.	Foreign name "Shing Lung."
Jacob Christensen, (str.)	107,022	1,338	160	Schooner	Iron	Middlesbro', 1881.	Foreign name "Jacob Christensen."
Kwai Lum, str.,.....	107,023	78	24	Schooner	Wood	Hongkong, 1897.	
Sabine Rickmers, (str.)	107,024	690	104	Schooner	Steel	Geestemund, Bremerhaven, 1884.	Foreign name "Sabine Rickmers."
Coronation, (str.).....	107,025	138	65	Schooner	Steel	Kowloon, 1898.	
Gem,.....	107,026	138	...	Lorcha	Wood	Hongkong, 1896.	Foreign name "Gem."
Taganac, (str.).....	107,027	67	20	Schooner	Wood	Mongkok, Hongkong, 1898.	
Kong Nam, (str.).....	107,028	485	48	None	Wood	Hanghom, British Kowloon, 1898.	

XVI.—RETURN of REGISTRIES of VESSELS cancelled at the Port of Hongkong, during the Year 1898.

Name of Vessel.	Official Number.	Registered Tonnage.	Date of Registry.	Horse Power.	Rig.	Built of	Where built and when.	Reason of Cancellation.
Zafiro, (str.).....	88,829	675	1885	184	Schooner	Steel	Aberdeen, Scotland, 1884.	Sold to Foreigners.
Pasig, (str.).....	58,335	305	1886	48	Schooner	Iron	Glasgow, 1867.	Sold to Foreigners.
Sabah, (str.).....	95,865	42	1894	24	None	Wood	Hongkong, 1894.	Wrecked.
Pelican, (str.).....	84,933	1,399	1897	270	Schooner	Iron	Glasgow, 1882.	Lost.
Kutsing,.....	107,006	43	1897	...	Lorcha	Wood	Macao, 1887.	Sold to Foreigners.
Manon,.....	107,012	64	1897	...	None	Wood	Canton, 1897.	Sold to Foreigners.
Ching Po, (str.)...	107,013	55	1897	40	None	Wood	Foochow, 1885.	Sold to Foreigners.
Castle Peak,.....	107,015	98	1897	...	Lorcha	Wood	Honam, Canton, 1897.	Sold to Foreigners.
Kam Un Fat,.....	107,017	99	1897	...	Lorcha	Wood	Macao, Unknown.	Sold to Foreigners.
Jacob Christensen, (str.)	107,022	1,338	1898	160	Schooner	Iron	Middlesbro', 1881.	Registered anew at Sydney, N.S.W.
Coronation, (str.)..	107,025	138	1898	65	Schooner	Steel	Kowloon, 1898.	Sold to Foreigners.
Gem,.....	107,026	138	1898	...	Lorcha	Wood	Hongkong, 1896.	Sold to Foreigners.

XVII.—SUMMARY of CHINESE EMIGRATION from HONGKONG to Ports other than in China, during the Year ending 31st December, 1898.

WHITHER BOUND.	BRITISH VESSELS.					FOREIGN VESSELS.					GRAND TOTAL.				
	Adults.		Children.		Total.	Adults.		Children.		Total.	Adults.		Children.		Total.
	M.	F.	M.	F.		M.	F.	M.	F.		M.	F.	M.	F.	
To Bangkok, Siam, .....	...	...	...	...	...	52	...	...	...	52	52	...	...	...	52
„ Bombay, India, .....	...	...	...	...	...	44	...	...	...	44	44	...	...	...	44
„ Honolulu, Sandwich Islands,	1,563	166	59	62	1,790	332	41	21	11	405	1,835	207	80	73	2,195
„ Japanese Ports, .....	...	...	...	...	...	50	...	...	...	50	50	...	...	...	50
„ Mauritius, .....	...	...	...	...	...	801	4	1	...	806	801	4	1	...	806
„ Portland, Oregon,	221	...	...	...	221	...	...	...	...	...	221	...	...	...	221
„ San Francisco, U.S.A.,	4,111	28	53	5	4,197	1,663	17	35	6	1,721	5,774	45	88	11	5,918
„ Straits Settlements,	29,359	4,564	932	510	35,365	8,033	1,538	253	191	10,015	37,392	6,102	1,185	701	45,380
„ Tacoma, U.S.A.,	443	...	...	...	443	28	...	...	...	28	471	...	...	...	471
„ Vancouver, British Columbia,	3,605	...	...	...	3,605	...	...	...	...	...	3,605	...	...	...	3,605
„ Victoria, Do.,	1,657	...	...	...	1,657	33	...	...	...	33	1,690	...	...	...	1,690
TOTAL PASSENGERS,	40,899	4,758	1,044	577	47,278	11,036	1,600	310	208	13,154	51,935	6,358	1,354	785	63,433
Total Passengers by British Vessels,											40,899	4,758	1,044	577	47,278
Total Passengers by Foreign Vessels,											11,036	1,600	310	208	13,154
Excess of Passengers by British Vessels,											29,863	3,158	734	369	34,124

XVIII.—SUMMARY of CHINESE IMMIGRATION to HONGKONG from Ports other than China, during the Year ending 31st December, 1898.

WHERE FROM.	BRITISH VESSELS.					FOREIGN VESSELS.					GRAND TOTAL.				
	Adults.		Children.		Total.	Adults.		Children.		Total.	Adults.		Children.		Total.
	M.	F.	M.	F.		M.	F.	M.	F.		M.	F.	M.	F.	
From Bangkok, Siam,	1,374	...	...	...	1,374	278	...	...	...	278	1,652	...	...	...	1,652
„ Callao, Peru,	35	...	...	...	35	120	...	...	...	120	155	...	...	...	155
„ Honolulu, Sandwich Islands,	1,243	29	19	15	1,306	293	9	5	1	308	1,536	38	24	16	1,614
„ Mauritius, .....	...	...	...	...	...	202	...	...	...	202	202	...	...	...	202
„ Melbourne,	311	...	...	...	311	59	...	...	...	59	370	...	...	...	370
„ New South Wales,	463	...	...	...	463	16	...	...	...	16	479	...	...	...	479
„ New Zealand Ports,	64	...	...	...	64	7	...	...	...	7	71	...	...	...	71
„ Portland, Oregon,	78	...	...	...	78	...	...	...	...	...	78	...	...	...	78
„ Queensland Ports,	353	...	...	...	353	46	...	...	...	46	399	...	...	...	399
„ San Francisco, U.S.A.,	2,881	54	43	42	3,020	1,576	46	33	31	1,686	4,457	100	76	73	4,706
„ Seattle, U.S.A.,	24	...	...	...	24	...	...	...	...	...	24	...	...	...	24
„ South Australian Ports,	121	4	4	3	132	...	...	...	...	...	121	4	4	3	132
„ Straits Settlements,	68,952	2,480	844	360	72,636	18,554	786	230	134	19,704	87,506	3,266	1,074	494	92,340
„ Sumatra, .....	...	...	...	...	...	321	...	...	...	321	321	...	...	...	321
„ Tacoma, U.S.A.,	635	4	2	1	642	...	...	...	...	...	635	4	2	1	642
„ Tasmania,	4	...	...	...	4	...	...	...	...	...	4	...	...	...	4
„ Vancouver, British Columbia,	1,999	16	15	7	2,037	...	...	...	...	...	1,999	16	15	7	2,037
„ Victoria, British Columbia,	215	...	...	...	215	...	...	...	...	...	215	...	...	...	215
TOTAL PASSENGERS,	78,752	2,587	927	428	82,694	21,472	841	268	166	22,747	100,224	3,428	1,195	594	105,441
Total Passengers by British Vessels,											78,752	2,587	927	428	82,694
Total Passengers by Foreign Vessels,											21,472	841	268	166	22,747
Excess of Passengers by British Vessels,											57,280	1,746	659	262	59,947

XIX.—RETURN of MARINE CASES tried at the MARINE MAGISTRATE'S COURT, during the Year 1898.

NATURE OF CHARGE.	No. of Cases.	No. of Defendants.	DEFENDANTS HOW DISPOSED OF.						Amount of Fines.
			Imprisoned with Hard Labour.	Fined.	Forfeiture of Gun-powder.	Reprimanded.	Sent back to duty.	Dismissed.	
Absent from ship without leave,	1	1	1	..	..	..	..	..	..
Anchoring in prohibited place (Junks),.....	7	14	..	14	..	..	..	..	52
Assault,	6	6	2	2	..	..	..	2	10
Damaging Ship's property,	1	3	3	..	..	..	..	..	..
Exporting Gunpowder in excess of Permit,	1	1	..	..	1	..	..	..	..
Leaving Junk anchorage without permit (Junk),	1	4	..	..	..	4	..	..	..
Leaving without Clearance (Junk),	1	2	..	..	..	2	..	..	..
Refusal of duty,.....	14	34	25	..	..	..	5	4	..
Total,.....	32	65	31	16	1	6	5	6	62

XXI.—STATEMENT of the REVENUE collected at the Harbour Department, during the Year 1898.

Head of Receipt.	Amount.	Remarks.
	\$ cts.	
1. Light Dues, Ordinance 26 of 1891,	51,645.15	
2. Licences and Internal Revenue not otherwise specified :—		
Chinese Passenger Ship Licences, Ordinance 1 of 1889,	310.00	
Emigration Brokers' Licences, Ordinance 1 of 1889,	800.00	
Fines,	62.00	
Junk Licences, &c., Ordinance 26 of 1891,.....	29,354.00	
Steam Launch Licences, &c., Ordinance 26 of 1891,.....	990.00	
3. Fees of Court or Office, Payments for specific purposes and Re-imbursements-in-aid :—		
Cargo-boat Certificates, Ordinance 26 of 1891,	2,170.00	
Discharge of Crews and Seamen, Ordinance 26 of 1891,	10,175.40	
Examination of Masters and Engineers of Launches, Ordinance 26 of 1891,	252.50	
Examination of Masters, Mates and Engineers, Ordinance 26 of 1891,	1,675.00	
Gunpowder, Storage of, Ordinance 26 of 1891,	12,627.21	
Medical Examination of Emigrants, Ordinance 1 of 1889,	18,794.50	
Printed Forms, Sale of, Harbour Regulations and Tide Tables,	372.00	
Private Moorings and Buoys, Rent, Ordinance 26 of 1891,.....	2,970.00	
Registry Fees (Merchant Shipping Act) Ordinance 26 of 1891,.....	481.00	
Shipping Crews and Seamen, Ordinance 26 of 1891,	11,105.20	
Steam Launches, Surveyors' Certificates, Ordinance 26 of 1891,.....	1,710.00	
Survey of Steam-ships, Ordinance 26 of 1891,	10,924.05	
Sunday Cargo-Working Permits, Ordinance 6 of 1891,	25,925.00	
Engagement and Discharge on board ship, Overtime Fees, C.S.O. 1762 of 97	1,285.00	
Total,.....\$	183,628.01	

XXII.—RETURN of WORK performed by the GOVERNMENT MARINE SURVEYOR'S DEPARTMENT.

Years.	Passenger Certificate and Inspection of Bottom.	Emigration.	Tonnage for Registration.	British Tonnage Certificate for Foreign Vessels.	Inspection of Crew space, Lights and Markings.	Minor Inspection.	Survey of Licensed Passenger Steam-launches.	Survey of Boilers under Construction.	Inspection of Government Launches.	Examination of Engineers.	Examination of Chinese Engineers for Steam-launches.	Estimated Total Number of Visits in connection with Fore-going Inspection.
1888,	161	97	9	1	4	2	80	1	6	42	36	1042
1889,	130	73	4	3	4	1	80	1	..	39	36	1127
1890,	112	77	5	2	3	..	84	1	..	61	19	986
1891,	108	38	4	3	1	..	73	3	16	44	19	1615
1892,	122	51	3	6	1	..	85	10	16	60	96	1678
1893,	136	74	4	9	1	..	94	20	19	64	25	1659
1894,	124	62	17	5	2	1	116	11	28	54	18	1364
1895,	102	64	5	7	1	1	98	13	34	57	24	1452
1896,	142	68	6	5	3	..	97	20	37	77	66	1409
1897,	158	79	24	3	1	1	109	41	85	96	51	1631
1898,	164	83	10	3	5	..	121	61	26	72	48	1729

XXIII.—IMPORTS AND EXPORTS OFFICE.

IMPORTS.

	MALWA. chests.	PATNA. chests.	BENARES. chests.	PERSIAN. chests.	TURKISH. chests.	CHINESE. chests.	TOTAL. chests.
1897,.....	6,167	18,517	7,555	5,134	8	327	37,708
1898,.....	7,483½	19,631	7,319	4,894	31	34	39,392½
Increase,	1,316½	1,114	...	...	23	...	2,453½
Decrease, .....	...	...	236	240	...	293	769

EXPORTS.

	MALWA. chests.	PATNA. chests.	BENARES. chests.	PERSIAN. chests.	TURKISH. chests.	CHINESE. chests.	TOTAL. chests.
1897,.....	5,964	17,509	7,216	4,790	2	327	35,808
1898,.....	6,895½	18,236	7,721	4,905	37	34	37,828½
Increase,	931½	727	505	115	35	...	2,313½
Decrease, .....	...	...	...	...	...	293	293

Through Cargo reported in Manifests but not landed, { 1897,13,739½ chests.
 { 1898,15,482½ " "
 Increase,..... 1,743 " "

NUMBERS OF PERMITS, &c., ISSUED.

	1897.	1898.	Increase.	Decrease.
Landing Permits,.....	398	341	...	57
Removal Permits,	8,252	8,324	72	...
Export Permits,.....	6,466	6,518	52	...
Permits to Chinese Customs' Station, Samsuipoo,	135	99	...	36
Memo. of Exports to the Commissioner of Chinese Customs, Kowloon,	564	545	...	19
Memo. of Exports to the Superintendent of Raw Opium Department, Macao,	180	299	119	...

SUMMARY OF EXPORTS, 1898.

	Malwa chests.	Patna chests.	Benares chests.	Persian chests.	Turkish chests.	Chinese chests.	Total chests.	Total in piculs.
By Steamers to Amoy,	61	...	1,588	1,103	...	...	2,752	3,097.175
Bagdad, .....	...	...	...	3	...	...	3	3.075
British Columbia, .....	...	457	...	...	...	...	457	548.4
British North Borneo, .....	...	...	17	27	...	...	44	48.075
Bunder Abbas, .....	...	...	...	8	...	...	8	8.2
Bushire, .....	...	...	...	3	...	...	3	3.075
Canton,	696	3,388	833	...	...	...	4,917	5,761.2
Chefoo,	5	...	3	...	...	...	8	8.6
Foochow,.....	1,181	1,082	350	556	...	...	3,169	3,469.3
Formosa, .....	...	...	...	2,771	2	34	2,807	2,876.275
Haiiphong,.....	...	...	90	...	...	...	90	108.
Hankow,.....	35	34	6	...	...	...	75	83.
Hoihow, .....	...	489	41	...	...	...	530	636.
London,.....	...	...	...	9	3	...	12	12.225
Macao,.....	...	4,593	37	...	10	...	4,645	5,572.
Merida (Yucatan),.....	...	...	...	1	...	...	1	1.025
New York, .....	...	...	...	...	5	...	5	5.
Pakhoi, .....	...	15	91	...	...	...	106	127.2
Panama, .....	...	37	...	16	2	...	55	62.8
Philippine Islands,.....	...	444	387	...	...	...	831	997.2
Shanghai,	3,205	5,611	3,499	21	...	...	12,336	14,158.525
Straits Settlements, .....	...	1	1	262	15	...	279	285.95
Swatow,.....	1,516	1,943	775	120	...	...	4,354	4,900.6
By Junks to various adjacent Ports in China,	196½	137	3	5	...	...	341½	369.625
Total,.....	6,895½	18,236	7,721	4,905	37	34	37,828½	43,142.525

The information in Column 8 is on the following assumption:—

Patna and Benares, per chest,1.20 piculs.
 Malwa, Turkish and Chinese, per chest,1. " "
 Persian, per chest,1.025 " "