

GOVERNMENT NOTIFICATION.—No. 233.

The following Report of the Harbour Master, for the year 1901, is published.

By Command.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 16th April, 1902.

No. 106.

HARBOUR DEPARTMENT,
HONGKONG, 3rd March, 1902.

SIR,—I have the honour to forward the Annual Report for this Department for the year ending 31st December, 1901.

- 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*.
- XV. Licensed Steam Launches *cleared*.
- XVI. Vessels *registered*.
- XVII. Vessels *struck off* the Register.
- XVIII. Chinese Passenger ships *cleared* by the Emigration Officer (Summary).
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SHIPPING.

1. The total tonnage entering and clearing during the year 1901 amounted to 19,325,384 tons, being an increase, compared with 1900, of 880,248 tons, and the same in excess of any previous year. Of this increase, 165,128 tons are due to the fact that steam launches trading to ports outside the Colony have been included this year, whereas in former years they have been returned separately.

There were 45,349 arrivals of 9,681,203 tons, and 45,171 departures of 9,644,181 tons.

Of British Ocean-going tonnage, 2,917,780 tons entered, and 2,897,200 tons cleared.

Of British River Steamers, 1,697,242 tons entered, and 1,701,417 tons cleared, making a grand total of British tonnage of 9,213,639 tons entering and clearing.

Of Foreign Ocean-going tonnage, 2,637,552 tons entered and 2,609,902 tons cleared.

Of Foreign River Steamers, 48,545 tons entered and 49,503 tons cleared, making a grand total of Foreign tonnage of 5,345,430 tons entering and clearing.

Of Steam launches trading to ports outside the Colony, 82,564 tons entered and 82,564 tons cleared.

Of Junks in Foreign Trade, 1,631,272 tons entered and 1,634,896 tons cleared.

Of Junks in Local Trade, 666,248 tons entered and 668,699 tons cleared.

Thus—

British Ocean-going tonnage represented	30.1%
" River	17.2%
Foreign Ocean-going	27.5%
" River	0.5%
Steam launches	0.9%
Junks (Foreign Trade)	16.9%
" (Local Trade)	6.9%

2. Five thousand three hundred and forty-nine (5,349) steamers, 60 sailing vessels, 1,542 steam launches and 17,736 junks in Foreign Trade entered during the year, giving a daily average of 67.6 as against 63.6 in 1900.

For European constructed vessels, the daily average entry would be 19.3 against 14.99 in 1900.

3. A comparison between the years 1900 and 1901 is shewn in the following Table:—
Steam launches, however, are not included.

Comparative Shipping Return for the Years 1900 and 1901.

	1900.		1901.		INCREASE.		DECREASE.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
British,.....	7,511	9,155,198	6,715	9,213,639	...	58,441	796	...
Foreign,	3,429	4,866,969	4,092	5,345,502	663	478,533	...	...
Junks in Foreign Trade,	35,425	3,224,856	35,394	3,266,168	...	41,312	31	...
Total,.....	46,365	17,247,023	46,201	17,825,309	663	578,286	827	...
Junks in Local Trade,	* 36,091	* 1,198,111	† 41,235	† 1,334,947	5,144	136,836	...	...
Grand Total,...	82,456	18,445,134	87,436	19,160,256	5,807	715,122	827	...
NET,.....					4,980	715,122	...	...

* Including 13,724 Conservancy and Dust Boats of 460,196 tons.

† Including 15,336 Conservancy and Dust Boats of 495,332 tons.

4. For vessels under the British flag there appears from this table a startling decrease of 796 ships, but, taking from this the decrease of 781 river steamers, and 29 sailing vessels as described below, the result is a net increase of 14 ocean steamers. In tonnage, British shipping shows an increase of 58,441 tons; but if the decrease in river steamer and sailing ship tonnage of 113,193 tons and 69,876 tons respectively be taken into the calculation, this increase will amount to 241,599 tons in ocean-going steam tonnage.

The decrease above referred to in river steamers may be explained as follows:—Four British river steamers (2 West River, 2 Canton) which ran in 1900; have not done so in 1901. During the former year they entered and cleared 949 times with a collective tonnage of 136,692 tons. Against this must be put 109 river steamers of 22,790 tons, which ran in 1901 and not in 1900. This leaves 59 river steamers of 709 tons to be accounted for, and this is explained by the fact that the larger river steamers have run fewer trips, and the smaller ones more trips.

It may here be mentioned that three coasting steamers were employed during part of the year as transports: (transports are not included in this table). If we compare their figures for 1901 with those of 1900, it is found that, in consequence of their being so employed, they entered and cleared 73 times less in the latter year with a tonnage diminished by 71,173 tons. Certain other steamers not coasters, have also been taken off the run, as transports, and it is but a natural presumption that, had they not been so, their visits would have assisted to swell the figures of British shipping.

This will help to account for the small net annual increase in British ocean-going steamers.

For vessels under Foreign flags, there is shewn an increase in both number and tonnage, viz., 663 ships of 478,533 tons. This is to be explained as follows:—

- (I.) Foreign river steamers have increased by 405 ships of 81,476 tons, owing to three vessels having started running this year, viz., 1 French, 1 Portuguese, and 1 Chinese.
- (II.) Several small ocean-going vessels of German and French nationality (including some junks under French colours which were for a short time treated as French ships) have come on the run during the year.
- (III.) Ocean steamers on the Home run continue to increase in size.

One Korean steamer visited the port for trading purposes during the year, the first on record.

5. The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1901 was 682, being 337 British and 345 Foreign.

These 682 vessels entered 3,570 times, and gave a total tonnage of 5,555,332 tons.

Thus, compared with 1900, 27 less vessels entered 130 more times and gave a total tonnage increased by 288,310 tons.

STEAMERS.

Flag.	Ships.		No. of Times entered.		Total Tonnage.	
	1900.	1901.	1900.	1901.	1900.	1901.
British,	332	321	1,759	1,770	2,792,973	2,894,519
Austrian,	18	20	41	53	102,727	128,483
Belgian,	3	3	4	9	5,963	12,407
Chinese,	16	4	99	10	128,479	3,349
Corean, .....	...	1	...	1	...	796
Danish,	6	8	8	12	17,789	25,903
Dutch,	5	9	13	29	22,846	40,872
French,	19	22	232	206	229,954	209,094
German,	107	122	656	842	952,870	1,242,499
Italian,	3	2	13	12	19,782	17,988
Japanese,	83	65	314	336	649,288	692,981
Norwegian,	21	26	110	79	122,859	78,004
Portuguese,	2	3	38	49	5,856	4,948
Russian,	11	4	12	4	24,799	8,797
Spanish, .....	...	1	...	1	...	784
Swedish,	1	1	6	7	5,934	6,923
United States,	12	19	53	89	87,206	130,476
No Flag,	4	1	4	1	593	80
Total,	643	632	3,362	3,510	5,169,918	5,498,903

SAILING VESSELS.

Flag.	Ships.		No. of Times entered.		Total Tonnage.	
	1900.	1901.	1900.	1901.	1900.	1901.
British,	31	16	40	19	48,963	23,261
Danish,	2	...	2	...	895	...
French,	2	9	3	16	337	7,040
German,	3	2	3	2	6,303	143
Italian,	1	1	1	1	720	794
Japanese,	1	...	1	...	515	...
Norwegian,	1	...	1	...	315	...
United States,	25	22	27	22	39,056	25,191
Total,	66	50	78	60	97,104	56,429

6. The 337 British ships carried 2,569 British Officers and 28 Foreign Officers, as follows:—

British,	2,569
Swedish,	4
Danish,	2
Norwegian,	2
German,	5
United States,	15
Total,	2,597

Thus, the proportion of Foreign Officers in British ships was 1.07 % comprising 5 nationalities; an increase of 0.52 %, with a decrease of ships.

The 345 Foreign ships carried 2,336 Officers, of whom 218 were British, borne as follows:—

In Japanese ships,	120
„ Chinese „	10
„ German „	21
„ United States „	30
„ Dutch „	27
„ French „	10
„ Russian „	—
„ Portuguese „	—
Total,	218

The proportion of British Officers in Foreign ships was, therefore, 9.33 % distributed among 6 nationalities. A decrease of 2.57 % on 1900, with an increase of ships.

Of the crews of British vessels—
18.0 % were British.
1.0 % „ Other Europeans.
81.0 % „ Asiatics.

Of the crews of Foreign vessels—
1.2 % were British.
29.0 % „ Other Europeans.
69.8 % „ Asiatics.

This shows a slight increase of Asiatics with a corresponding falling off in a proportion of European.

TRADE.

7. The information under this heading is still less accurate than it might be if greater assistance was given by those from whom the particulars are obtained, and who alone are in a position to afford it. The following returns must, therefore, be received with due allowance for this apparent indifference to accuracy.

The principal features to be remarked in the reported trade of the Port for the year 1901 are:—

- (i.) A decrease in the Coal imports of 12.3 %.
- (ii.) A decrease in the Cotton imports of 27.8 %.
- (iii.) A decrease in the Rice imports of 8 %.
- (iv.) A decrease in the Timber imports of 18.7 %.
- (v.) A decrease in the Hemp imports of 42.3 %.
- (vi.) An increase in the General imports of 9.8 %.
- (vii.) Also small increases in case and bulk Kerosine and in Liquid Fuel.

The net decrease in import cargo is 123,335 tons or 3.4 %.

In exports there appears to be an increase of 150,823 tons or 7.7 %.

In transit cargo, a decrease of 9,163 tons or 10.4 %.

8. The total reported import trade of the Port for 1901 amounts to 24,687 vessels of 9,014,955 tons, carrying 6,347,285 tons of cargo, of which 4,212,700 tons were discharged at Hongkong. This does not include number, tonnage, or cargo of Local Trade junks.

COUNTRY.	SHIPS.	Tons.	CARGO.	
			Discharged.	In Transit.
CLASS I.				
Canada,	21	60,669	19,975	...
Continent of Europe,	128	324,490	76,219	256,578
Great Britain,	152	457,028	201,020	443,491
Mauritius,	1	828	300	...
Natal,	1	2,155	...	...
United States,	127	316,462	219,220	71,087
CLASS II.				
	430	1,161,632	516,734	771,156
Australia and New Zealand,	46	81,767	29,976	33,492
India and Straits Settlements,	164	353,630	260,282	218,264
Japan,	412	906,576	831,933	328,782
Java and Indian Archipelago,	169	254,006	316,016	34,873
North and South Pacific,	7	3,527	482	60
CLASS III.				
	798	1,599,506	1,438,689	615,471
North Borneo,	29	41,854	49,682	8,766
Coast of China,	1,289	1,613,719	279,661	678,354
Cochin-China,	143	188,789	227,299	27,941
Formosa,	107	87,022	18,137	...
Philippine Islands,	223	285,038	96,122	5,200
Hainan and Gulf of Tonkin,	348	349,952	321,549	27,697
Siam,	203	227,820	349,955	...
CLASS IV.				
	2,342	2,794,194	1,342,405	747,958
River Steamers,—Canton, Macao and West River,	1,839	1,745,787	183,159	...
CLASS V.				
Steam-launches trading to ports outside the Colony,	1,542	82,564	12,315	...
CLASS VI.				
Junks in Foreign Trade,	17,736	1,631,272	719,398	...
Total,	24,687	9,014,955	4,212,700	2,134,585

Similarly the Export Trade for 1901 was represented by 24,598 vessels of 8,975,482 tons carrying 3,036,907 tons of cargo, and shipping 542,947 tons of bunker coal.

COUNTRY.	SHIPS.	Tons.	CARGO.	
			Shipped.	Bunker Coal.
CLASS I.				
Canada,	21	60,669	29,388	...
Continent of Europe,	36	146,264	29,750	8,176
Great Britain,	85	309,476	81,860	1,655
Mauritius,	2	1,600	500	900
United States,	110	268,870	183,614	3,830
	254	786,879	325,112	14,561
CLASS II.				
Australia and New Zealand,	47	82,740	29,958	6,495
India and Straits Settlements,	236	518,549	301,960	70,114
Japan,	391	869,482	201,728	43,368
Java and Indian Archipelago,	51	72,944	28,060	11,295
Russia in Asia,	11	11,762	13,800	1,455
North Pacific,	9	5,091	1,264	2,090
	745	1,560,568	576,770	134,817
CLASS III.				
North Borneo,	25	35,256	13,391	7,359
Coast of China,	1,630	2,197,125	620,109	199,643
Cochin-China,	159	252,362	55,276	43,259
Formosa,	41	14,011	27,133	1,645
Philippine Islands,	164	205,585	176,946	33,805
Hainan and Gulf of Tonkin,	408	313,991	105,253	46,788
Siam,	117	129,885	35,910	34,210
Kiaochoo,	2	4,472	70	890
Weihaiwei,	5	6,968	9,900	1,210
	2,551	3,159,655	1,043,988	368,809
CLASS IV.				
River Steamers,—Canton, Macao and West River,	1,848	1,750,920	138,183	24,760
CLASS V.				
Steam-launches trading to ports outside the Colony,	1,542	82,564	19,925	...
CLASS VI.				
Junks in Foreign Trade,	17,658	1,634,896	932,929	...
Total,	24,598	8,975,482	3,036,907	542,947

9. During the year 1901, 10,807 vessels of European construction of 14,559,069 tons (net Register) reported having carried 8,242,572 tons of cargo, as follows:—

Import Cargo,	3,480,987
Export ,,	2,084,053
Transit ,,	2,134,585
Bunker Coal shipped,	542,947

8,242,572

The total number of tons carried was, therefore, 56.6 % of the total register tonnage (or 71.4 % exclusive of River steamers) and was apportioned as follows:—

Imports—

British ships,.....	1,865,586
Foreign do.,	1,615,401
	————— 3,480,987

Exports—

British ships,.....	1,230,842
Foreign do.,	853,211
	————— 2,084,053

Transit—

British ships,.....	1,162,192
Foreign do.,	972,393
	————— 2,134,585

Bunker Coal—

British ships,.....	257,743
Foreign do.,	285,204
	————— 542,947

Grand Total,.....8,242,572

Trade of the Port of Hongkong for the Year 1901.

	TONS.							Passengers Carried.	
	No. of Ships.	Discharged.	Shipped.	In Transit.	Bunker Coal Shipped.	Total.	Registered Tonnage.		
British Ocean-going,	3,569	1,706,003	1,121,587	1,162,192	235,091	4,224,873	5,814,980	167,324 104,300 44,865	Arr. Dep. Em.
Foreign Ocean-going,	3,551	1,591,825	824,283	972,393	283,096	3,671,597	5,247,454	88,384 67,507 24,919	Arr. Dep. Em.
British River Steamers, ..	3,146	159,583	109,255	...	22,652	291,490	3,398,659	616,867 589,455	Arr. Dep.
Foreign River Steamers,....	511	23,576	28,928	...	2,108	54,612	98,048	17,426 17,678	Arr. Dep.
Total,.....	10,807	3,480,987	2,084,053	2,134,585	542,947	8,242,572	14,559,141	890,001 778,940 69,774	Arr. Dep. Em.
Steam-launches trading to ports outside the Colony.	3,084	12,315	19,925	...	...	32,240	165,128	43,287 43,351	Arr. Dep.
Total,.....	13,891	3,493,302	2,103,978	2,134,585	542,947	8,274,812	14,724,269	933,288 822,291 69,774	Arr. Dep. Em.
Junks in Foreign Trade,....	35,394	719,398	932,929	...	...	1,652,327	3,266,168	49,034 49,575	Arr. Dep.
Total,.....	49,285	4,212,700	3,036,907	2,134,585	542,947	9,927,139	17,990,437	982,322 871,866 69,774	Arr. Dep. Em.
Junks in Local Trade,.....	41,235	202,489	32,727	...	...	235,216	1,334,947	76,324 89,309	Arr. Dep.
Grand Total,.....	90,520	4,415,189	3,069,634	2,134,585	542,947	10,162,355	19,325,384	1,058,646 961,175 69,774	Arr. Dep. Em.
Total,.....								2,089,595	

IMPORTS.

EUROPEAN CONSTRUCTED VESSELS.

	1900.		1901.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	3,362	5,169,918	3,510	5,498,903	148	328,985	...	...
River Steamers,.....	2,033	1,754,960	1,839	1,745,787	...	...	194	9,173
Sailing Vessels,.....	78	97,104	60	56,429	...	...	18	40,675
Total,.....	5,473	7,021,982	5,409	7,301,119	148	328,985	212	49,848
				Nett.....	...	279,137	64	...
Imported tons,	3,604,322		3,480,987					

As follows:—

Articles.	1900.	1901.	Increase.	Decrease.
Beans,	560	1,290	730	...
Bones, .....	...	...	...	...
Coal,	1,045,812	917,144	...	128,668
Cotton Yarn and Cotton,.....	19,993	14,423	...	5,570
Flour,.....	154,111	145,287	...	8,824
Hemp,	54,105	31,195	...	22,910
Kerosine, (bulk),	64,732	70,728	5,996	...
„ (case),	69,979	77,977	7,998	...
Liquid Fuel,	2,759	3,973	1,214	...
Lead,	2,350	260	...	2,090
Opium,	3,194	2,872	...	322
Pitch,.....	...	...	...	...
Rattan,	10,204	3,488	...	6,716
Rice,	673,029	618,780	...	54,249
Sandalwood,	3,811	5,272	1,461	...
Sulphur,	22	55	33	...
Sugar,	238,863	241,291	2,428	...
Tea,	6,393	1,473	...	4,920
Timber,	82,311	66,860	...	15,451
General,.....	1,172,094	1,278,619	106,525	...
Total,.....	3,604,322	3,480,987	126,335	249,720
Transit,	2,143,749	2,134,585	...	9,164
Grand Total,.....	5,748,071	5,615,572	126,335	258,884
		Nett,.....	...	132,499

EXPORTS.

	1900.		1901.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	3,363	5,154,215	3,487	5,443,771	124	289,556	...	...
River Steamers,.....	2,030	1,753,464	1,848	1,750,920	...	...	182	2,544
Sailing Vessels,.....	74	92,506	63	63,331	...	...	11	29,175
Total,	5,467	7,000,185	5,398	7,258,022	124	289,556	193	31,719
Nett,.....					...	257,837	69	...
Exported tons,	1,933,230		2,084,053					
	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.	Strs.	Bunker Coal.
Steamers,	3,363	463,607	3,487	518,187	124	54,580	...	...
River Steamers,.....	2,030	25,849	1,848	24,760	...	...	182	1,089
Total,.....	5,393	489,456	5,335	542,947	124	54,580	182	1,089
Nett,.....					...	53,491	58	...

RIVER TRADE.

Imports, Exports and Passengers.

Year.	Imports.	Exports.	Passengers.
1900,	197,606	124,343	1,253,378
1901,	183,159	138,188	1,241,426

IMPORTS.

Junks.

Foreign trade, 17,736 measuring	1,631,272 tons.
Local trade, 20,662 ,,	666,248 ,,
Total, .....38,398 ,,	2,297,520 ,,

Imported, 921,887 tons as under :—

Tea,	2,905 tons.
Fire Crackers,	2,309 ,,
Oil, Vegetable,	895 ,,
Rice,	667 ,,
Cattle, (1,478),.....	263 ,,
Swine, (25,524).	1,510 ,,
Earth and Stones,.....	159,262 ,,
General,	754,076 ,,
Total,.....	921,887 ,,

EXPORTS.

Junks.

Foreign trade, 17,658 measuring	1,634,896 tons.
Local trade, 20,573	668,699
Total, .....38,231	2,303,595

Exported, 965,727 tons as under :—

Kerosine, (1,376,452 cases),.....	49,159 tons.
Rice and Paddy,	345,670
Earth and Stones,.....	110,598
General,	460,300
Total,.....:.....965,727	..

10.

PASSENGERS.

	1900.	1901.	Increase.	Decrease.
British vessels, arrivals,	155,889	167,324	11,435	...
Do., departures,.....	106,360	104,300	...	2,060
Do., Emigrants,.....	53,385	44,855	...	8,530
Total,.....	315,634	316,479	11,435	10,590
Nett,.....			845	...
Foreign vessels, arrivals,.....	95,646	88,384	...	7,262
Do., departures,.....	58,738	67,507	8,769	...
Do., Emigrants,.....	30,258	24,919	...	5,339
Total,.....	184,642	180,810	8,769	12,601
Nett,.....			...	3,832
River steamers, arrivals,	639,589	634,293	...	5,296
Do., departures,.....	613,789	607,133	...	6,656
Total,.....	1,253,378	1,241,426	...	11,952
Nett,.....			...	11,952
Junks, foreign trade, arrivals, ...	56,072	49,034	...	7,038
Do., departures, .	57,023	49,575	...	7,448
Total,.....	113,095	98,609	...	14,486
Nett,.....			...	14,486

PASSENGERS,—Continued.

	1900.	1901.	Increase.	Decrease.
Total arrivals,	947,196	939,035	...	8,161
Do. departures,	835,910	828,515	...	7,395
	1,783,106	1,767,550	...	15,556
Do. Emigrants,	83,643	69,774	...	13,869
Total,.....	1,866,749	1,837,324	...	29,425
		Nett,.....	...	29,425
Diff. of Arrivals and Departures,	111,286	110,520	...	...
Emigrants,	83,643	69,774	...	...
Remainder + or -	+ 27,643	+ 40,746	...	...
Junks, local trade, arrivals,.....	80,958	76,324	...	4,634
Do., departures,.....	83,372	89,309	5,937	...
Total,.....	164,330	165,633	5,937	4,634
		Nett,.....	1,303	...

REVENUE.

11. The total Revenue collected by the Harbour Department during the year was \$251,597.39, being an increase of \$5,558.27 on the previous year.

1. Light Dues,	\$ 58,375.98
2. Licences and Internal Revenue,	50,026.30
3. Fees of Court and Office,	143,195.11

Total,.....\$251,597.39

STEAM LAUNCHES.

12. On the 31st December, there were 255 steam launches employed in the Harbour; of these, 122 were licensed for the conveyance of passengers, 110 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military Authorities.

Two Masters' Certificates were suspended for three months, three for two months, two for one month, and ten Masters were cautioned, one Master and one Engineer's Certificates were cancelled.

Four hundred and ninety-two (492) engagements, and four hundred and thirty-five (435) discharges of masters and engineers were made from 1st February to 31st December.

Twelve steam launches were permitted to carry arms, &c., for their protection against pirates; of these, three were previously permitted and nine during this year.

EMIGRATION.

13. Sixty-nine thousand seven hundred and seventy-four (69,774) Emigrants left Hongkong for various places during the year; of these, 44,855 were carried by British ships and 24,919 by Foreign ships; 129,030 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 95,454 were brought in British ships and 33,576 by Foreign ships.

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

REGISTRY OF SHIPPING.

14. During the year, 14 ships were registered under the provisions of the Imperial Act, and 2 certificates were cancelled.

MARINE MAGISTRATE'S COURT.

15. Thirty-seven cases were heard in the Marine Magistrate's Court, refusal of duty on board ship and throwing ballast, &c., into the harbour were the principal offences.

EXAMINATION OF MASTERS, MATES AND ENGINEERS.

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

16. 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.
Master,	23	4
First Mate,	23	5
Only Mate,	2	...
Second Mate,	11	3
Total,	59	12
First Class Engineer,	24	3
Second Class Engineer,	44	20
Total,	68	23

MARINE COURTS.

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

17. The following Court has been held during the year:—

On the 24th December, enquiry respecting certain charges of misconduct brought by the Master against HARRY GORDON HARBORD, Mate of the British Barque "Vale of Doon," Official No. 63,211, of Hongkong. The Mate's Certificate of Competency was suspended for six months.

SUNDAY CARGO-WORKING.

(Ordinance No. 6 of 1891.)

18. During the year, 439 permits were issued under the provisions of the Ordinance. Of these, 109 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 48 permits were issued, free of charge, to Mail Steamers.

The revenue collected under this heading was \$44,800; this was \$1,250 more than in 1900.

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
1899,	21,825
1900,	43,550
1901,	44,800

The large amount collected for these Sunday permits is worthy of remark and especially so in connection with the petition of a few years ago against the increase of Light Dues, in which the Secretary of State and others were asked to believe that, so precarious is the shipping trade of this important centre, that, a charge of 2½ cents (Mexican) per registered ton would "tend to deter vessels from coming to the Port."

Now what do we see? That since 1897 (the year of the petition) the amount paid for Sunday permits has increased year by year until in 1901, in addition to the \$58,375 paid by shipping for Light Dues at the rate of one cent per registered ton, we have a contribution of \$44,800 from 282 ships aggregating 466,802 tons, or at the rate of $9\frac{6}{10}$ cents a registered ton, for the benefit of one day's work in the discharge or shipment of cargo. It is evident from this, I think, that there still remains some inducement for ships to come to Hongkong, and that the benefit to be derived thereby is not so small as to be influenced by the payment of dues even exceeding the paltry $2\frac{1}{2}$ cents above referred to.

It must be remembered that while dues are paid per ton of ship's register, freight is charged usually per ton of cubic measurement and that approximately a ship carries 1.875 of her registered tonnage: $2\frac{1}{2}$ cents therefore per ton of ship's registered tonnage represents only $1\frac{1}{3}$ cents per cargo ton, or, in other words, it only takes $1\frac{1}{3}$ cents of freight to pay $2\frac{1}{2}$ cents of Harbour dues.

A ship whose earnings on a round voyage are so small or so precarious that an expenditure of a sum representing less than one halfpenny a ton of her freight may make an appreciable difference in her balance sheet at the termination of her voyage, is not one likely to bestow much benefit on this or any other port, and I venture to think that the staying away of such evident pauperism would be a thing rather to be desired than otherwise.

SEAMEN.

19. Twenty thousand five hundred and eleven (20,511) Seamen were shipped and 23,189 discharged at the Mercantile Marine Office and on board ships during the year.

One hundred and ninety-two (192) "Distressed Seamen" were received during the year. Of these, 69 were sent to the United Kingdom, 5 to Sydney, 1 to Vancouver, 2 to Bombay, 3 to Calcutta, 1 to Brisbane, 1 obtained employment on shore, 2 went as passengers to Shanghai, 1 to Singapore, 1 to Melbourne, 2 to Manila, 1 to the United Kingdom, 1 taken charge of by United States Consul, 4 disappeared, 1 dismissed, 7 died at the Government Civil Hospital, 1 remained at the Government Civil Hospital, 2 at the Sailors' Home, and 87 obtained employment.

Three thousand eight hundred and eighty-eight dollars and four cents (\$3,888.04) were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed Seamen, and \$207 by the Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

20. Return No. XXIII gives a report of the work performed by this Sub-Department during the year 1901.

The tonnage of vessels surveyed during the year 1901 amounted to 376,539 tons, an increase of 49,253 tons over tonnage surveyed during 1900.

During the same period the number of licensed steam launches surveyed increased from 187 in 1900 to 217 in 1901.

The tonnage of licensed passenger launches surveyed during the year amounts to 12,668 tons.

The revenue derived from the work of this Sub-Department for 1901 amounts to \$15,991.04 against \$15,036.59 in 1900.

In the Return the surveys and reports on Government Pumping Stations, Disinfectors, Steam Road Roller, Stone Crusher, Dredger and Pontoon Crane do not appear, Government Launches now number 16, they are surveyed twice a year and take up a considerable amount of time and attention of this Sub-Department.

LIGHT-HOUSES.

21. The amount of Light Dues collected is as follows:—

Class of Vessels.	Rate per ton.	No. of Ships.	Tonnage.	Total Fees collected.
				\$ c.
Ocean Vessels,	1 cent	3,580	5,553,310	55,533.10
Steam Launches,	1 "	163	7,175	71.75
River Steamers (night boats),...	$\frac{1}{3}$ "	1,054	799,719	2,666.45
Launches plying exclusively to Macao and West River, by night,	$\frac{1}{3}$ "	582	31,348	104.68
River Steamers (day boats), ...	Free	785	946,068	...
Launches plying exclusively to Macao and West River, by day,	Free	797	44,041	...
Total,.....		6,961	7,381,661	58,375.98

Telegraphic and telephonic communication has been kept up with the Gap Rock, Cape D'Aguilar and Waglan Island during the year. From Gap Rock station 885 vessels have been reported as passing and in addition 133 messages were received and 3,433 sent, including the daily weather report for the Observatory.

From Cape D'Aguilar station, 1,668 vessels were reported, and in addition 1,792 messages were sent and 12 received.

Forty-eight hours and twenty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 309 times. On no occasion was the relief delayed by the rough sea.

On the 2nd of March the Waglan Island Light-house was taken over from the Chinese Government, and arrangements were completed for signalling vessels. From the 18th July, 710 vessels were reported as passing inwards and in addition 35 messages were received and 28 sent. The fog signal gun was fired 127 times. Owing to the telephonic communication being interrupted, 30 vessels were not reported. On one occasion the relief could not be effected for three days owing to the rough sea.

GOVERNMENT GUNPOWDER DEPÔT.

22. During the year 1901, there has been stored in the Government Gunpowder Depôt, Stone Cutters' Island :—

	No. of Cases.	Approximate Weight.
		lbs.
Gunpowder, privately owned,	9,160	191,615
Do., Government owned,	495	46,260
Cartridges, privately owned,	3,038	466,223
Do., Government owned,	90	19,135
Explosive Compounds, privately owned,	382	18,464
Do., Government owned,	460	83,250
Non-explosives, privately owned,	57	10,847
Do., Government owned,	14	2,590
Total,	13,696	838,384

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,	564	14,960
Cartridges, do.,	299	77,195
Explosive Compounds, privately owned,	225	11,417
Non-explosives, privately owned,	51	10,035
For Export :—		
Gunpowder, privately owned, .....	.....	.....
Cartridges, do.,	26	8,190
Explosive Compounds, privately owned,	96	4,800
Non-explosives, privately owned, .....	.....	.....
Total,	1,261	126,597

On the 31st December, 1901, there remained as follows :—

	No. of Cases.	Approximate Weight.
		lbs.
Gunpowder, privately owned,	8,596	176,635
Do., Government owned,	240	4,620
Cartridges, privately owned,	2,713	380,838
Do., Government owned,	27	2,565
Explosive Compounds, privately owned,	61	2,247
Do., Government owned,	436	80,660
Non-explosives, privately owned,	6	812
Do., Government owned,	14	2,590
Total,	12,093	650,987

GENERAL.

23. The Harbour Office is now nearly completely shut in from a view of the Harbour; the preparation of the new site goes on slowly.

The problem of providing berthing accommodation in the Harbour for the ever-increasing tonnage frequenting the Port is one that is getting more difficult each year, and though there may not be any very pressing necessity just at present, there can, I think, be no reasonable doubt that, with the constant advance in size, draught, and number, as well of Ships-of-War as of the Mercantile Marine, and of Foreign as well as British Shipping, the water space which, up to the present time has sufficed, will, before many years, be found quite inadequate.

The first note of warning has been sounded. Owing to the increase in size and number of His Majesty's Ships on the China Station, as well as of the Ships-of-War of Foreign nations, and to the reclamation to the shore of deep water by the extension of the Naval Yard, the Man-of-War anchorage, which formerly accommodated all Ships-of-War, British as well as Foreign, has recently been found at times insufficient for even our own ships, and the excess has had to be accommodated elsewhere, and thus while Foreign Ships-of-War are still, as formerly, berthed when practicable in the special anchorage, this is frequently found impracticable, and their berths are assigned to them by the Harbour Master, a course also sometimes rendered necessary in the case of British Ships-of-War.

The necessity for providing special anchorages for the accommodation of Ships-of-War, coal ships and ships with gunpowder or dangerous goods, as well as for keeping three fairways clear for the passage of ships through the Harbour, curtails very much the available deep water space, and, in order to provide further berthing room without extending the anchorage to an inconvenient distance East and West, the question of deepening the comparatively shallow area lying between Yaumati and Stone Cutters' Island, and of removing the shoal patches off Quarry Bay and in some other parts of the Harbour, will have to be seriously considered, and probably a system of more or less constant dredging provided for.

The water area within the Harbour Limits comprises approximately 7 square miles, of this about one-half is of a less depth than $4\frac{1}{2}$ fathoms at Low Water; Fairways and special anchorages take up another $1\frac{1}{4}$ square miles, leaving only $2\frac{1}{4}$ square miles of deep water available for the very large and constantly increasing amount of shipping trading to the Port, and although a depth of $4\frac{1}{2}$ fathoms may seem an excessive requirement to-day, there is a universal tendency towards larger and deeper draughted ships, and it is probable that, at no very distant date, a considerable percentage of the shipping of the Port will not be able to do with a lesser depth. Nearly 2 square miles more of deep water could be added to our present space by increasing by one fathom the depth over the area between Yaumati and Stone Cutters' Island.

In the meanwhile the subject of improving the navigation conditions has received consideration.

The principal obstructions to navigation at the Eastern end of the Harbour are, the Penguin Shoal off Quarry Bay, and a shoal in mid-channel South of Cust Rock. As neither of these carry a less depth than 27 feet at Low Water Springs, they are not at present a danger to the ships of the Mercantile Marine, though it is quite possible they may become so before long owing to the tendency towards larger and deeper draughted ships.

But it has been pointed out that they are even now an obstruction to some of His Majesty's Ships which make Hongkong their headquarters.

A proposal of the Vice-Admiral and Commander-in-Chief to remove them by dredging was considered, and an estimate of the cost obtained, but this proved to be so large that it had to be abandoned and some alternative found.

A beacon has been built on a 12-foot patch inside and to the Northward of the Lyeemun Pass, from which from the 1st January this year a red light has been displayed at night, a similar light is also shewn on the North side of the Pass itself.

It is now proposed that a light shall be placed on Blackhead's Hill and another (automatic) on Cust Rock.

This can be carried out at a comparatively small cost, as the already approved scheme of shifting Cape D'Aguilar light to Green Island and Green Island Light to Cape Collinson will make the Cape Collinson's apparatus available for Blackhead's Hill, and a considerable improvement can thus be effected which will carry us on until the time arrives when the larger scheme of general improvement already referred to above can be carried out.

24. While on the subject of Harbour improvement, I desire to place on record, and to invite possible criticism of, a proposal which has already been before the Government in a special form, and I therefore reproduce it in this my Annual Report.

It will be almost universally admitted, I think, that the population of the town of Victoria is gradually growing beyond the numbers that can be satisfactorily and healthily housed, and while schemes are more or less tentatively put forward, having as a partial object the relief of this overcrowding, the real question of how and where to find good and sufficient housing room for our ever-increasing numbers has not really been tackled.

In 1894 we were somewhat suddenly made to face the fact that, the conditions of life amongst the very large numbers of Chinese of the lower class dwelling in Hongkong was such as to demand amelioration, and, since that memorable year, special efforts have been made with this object, and with these efforts has resulted an almost universal demand for more room.

Since the Island of Hongkong has practically little more room for the purpose, it seems remarkable that, just at about the time when the demand was forced upon us, the supply should have appeared in the acquisition of what is known as the New Territory.

Our boundary on the mainland was thrown back and more than 200 square miles added to Hongkong.

In this large tract of almost unoccupied land, we have to hand, at once, the remedy for overcrowding in our City, and if we really mean business when we speak about relieving the pressure in the dwellings in Victoria, we must give all half-measures the go-by in favour of the one full measure of providing housing room whereby the surplus population can be accommodated on the other side of the Harbour. By this means a double purpose will be served, the unhealthy conditions now existing in Victoria will be removed and, at the same time, the New Territory will be opened up and developed, to the advantage of the Public Revenue and of the Colony generally.

But in order to accomplish this, it is absolutely necessary that we should have easy communication with the other side, and by "easy" I mean something very different from the present Ferry service.

Communication between Hongkong and Kowloon should be by means of a Bridge across the Harbour.

The advantages to be derived by such a means of communication are so obvious, that they need hardly be alluded to. The mere thought of the difference between walking over to Kowloon direct, or riding over in a chair or a ricksha, or, better still, in the electric tramcar, compared with the present more or less comfortless passage in moderate weather and no passage at all in bad weather, should be sufficient to commend the scheme beyond question.

Nor is the scheme, in my opinion, anything less than a practical one, for there can be no engineering difficulty, I should say, in building a bridge about one mile long over water averaging in depth about 37 feet and with a maximum of 52 feet at Low Water.

Nor will such a bridge be any practical obstruction, or even inconvenience, to shipping.

The line I would propose would be from Pottinger Street to Tsim Sha Tsui and so striking Robinson Road, Kowloon.

The style of the bridge is not of importance at the present moment, but I would suggest one break in it, to be closed by a "swing" or a "draw" bridge, not for general use, but chiefly for the convenience of more or less disabled ships wishing to go into dock from the further side of the bridge.

The Harbour would be practically divided into two parts, the Eastern and the Western, and at the first glance, it might seem that, a ship in the Western half bound North, or a ship in the Eastern half bound South, would be seriously inconvenienced, but this is not really so.

To a given point in her voyage, the ship going North would, at a speed of 10 knots, sacrifice 45 minutes if she started from the West of the bridge and went out through Sulphur Channel, while the ship bound South and being to the East of the bridge would sacrifice even less. How often one sees in the present day, ships spending almost as many minutes in "pointing" after they have left their buoy if they happen to be adversely swung, while, on the other hand, ships under similar circumstances can be seen leaving just as they would do if the bridge existed, that is to say, going out by Lyemun Pass if bound South and *vice versa*.

By placing the bridge where I propose, the well established coasting steamers of the Douglas S. S. Co. would have their Wharf on the Eastern half of the Harbour. Their first port being only about 175 miles distant, 45 minutes might be of importance to them.

It would necessarily be a low-level bridge both for the convenience of the approaches and for better security from typhoons. A clearance not exceeding 40 feet at high water would, I consider, be ample.

That the cost of such a bridge would be considerable is undoubted, but any reasonable expenditure would be justified in a cause such as I have alluded to. Besides which, the bridge can be made remunerative by the imposition of a toll.

Not less than 6,000,000 passengers annually pass between Hongkong and Kowloon (3,000,000 each way) this number would probably be increased by one-half if a bridge existed.

Nine million (9,000,000) passengers at an average toll of 1 cent would be a substantial return on the money laid out, and this the direct return only, the indirect return, in the form of rates, &c., would probably be even greater, while the advantage to be gained in being able to carry telegraph cables, &c., across the bridge instead of in their present rather precarious position and the possibility of using the bridge as an aqueduct for a supply of water to Hongkong from the Kowloon range cannot altogether be overlooked.

IMPORT AND EXPORT (OPIUM) OFFICE.

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

	1900. Chests.	1901. Chests.	Increase. Chests.	Decrease. Chests.
Imported,	43,256½	42,314½	...	942
Exported,	38,721½	40,269½	1,548	...
Through Cargo reported but not landed,	17,557½	12,150	...	5,407½

Fourteen thousand three hundred and twenty-five (14,325) permits were issued from this Office during the year, being a decrease of 319 as compared with 1900.

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

Surprise visits were paid to 76 godowns during the year.

I have the honour to be,

Sir,

Your obedient Servant,

R. MURRAY RUMSEY,
Ret. Com., R.N.,
Harbour Master, &c.

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

I.—NUMBER, TONNAGE, CREWS, and CARGOES of Vessels Entered at Paris in the Colony of Hongkong from each Country for the Year ending 31st December, 1901.

COUNTRIES WHENCE ARRIVED.	BRITISH.												FOREIGN.												TOTAL.											
	WITH CARGOES.				IN BALLAST.				TOTAL.				WITH CARGOES.				IN BALLAST.				TOTAL.				WITH CARGOES.				IN BALLAST.				TOTAL.			
	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.	Vessels.	Tons.	Crews.	Dis. charged.				
Australia & New Zealand	20	48,138	1,890	23,206	17	32,384	1,484	6,146	17	80,522	3,374	29,352	34	80,522	3,374	29,352	34	80,522	3,374	29,352	34	80,522	3,374	29,352	34	80,522	3,374	29,352	34	80,522	3,374	29,352				
British Columbia	12	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749	13	21,413	718	7,749				
British North Borneo	21	60,669	2,477	10,745	16	50,441	808	23,211	16	50,441	808	23,211	21	60,669	2,477	10,745	21	60,669	2,477	10,745	21	60,669	2,477	10,745	21	60,669	2,477	10,745	21	60,669	2,477	10,745				
Canada (cont. from p. 629)	41	50,303	2,278	4,400	10,745	50,303	2,278	4,400	10,745	50,303	2,278	4,400	41	50,303	2,278	4,400	41	50,303	2,278	4,400	41	50,303	2,278	4,400	41	50,303	2,278	4,400	41	50,303	2,278	4,400				
China	1,382	113,208	8,677	20,350	1,072	107,198	10,601	20,350	1,072	113,208	10,601	20,350	1,382	113,208	8,677	20,350	1,382	113,208	8,677	20,350	1,382	113,208	8,677	20,350	1,382	113,208	8,677	20,350	1,382	113,208	8,677	20,350				
East of China	41	60,669	2,477	10,745	16	50,441	808	23,211	16	60,669	2,477	10,745	41	60,669	2,477	10,745	41	60,669	2,477	10,745	41	60,669	2,477	10,745	41	60,669	2,477	10,745	41	60,669	2,477	10,745				
East of India	32	25,043	1,725	7,260	20	20,818	1,500	5,754	20	25,043	1,725	7,260	32	25,043	1,725	7,260	32	25,043	1,725	7,260	32	25,043	1,725	7,260	32	25,043	1,725	7,260	32	25,043	1,725	7,260				
East of Japan	127	273,891	10,888	173,818	123,074	273,891	10,888	173,818	123,074	273,891	10,888	173,818	127	273,891	10,888	173,818	127	273,891	10,888	173,818	127	273,891	10,888	173,818	127	273,891	10,888	173,818	127	273,891	10,888	173,818				
East of Korea	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210	18	101,466	3,816	13,210				
East of North America	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025	11	11,718	499	1,025				
East of South America	116	186,350	7,487	213,324	58	116,350	4,598	130,526	58	186,350	7,487	213,324	116	186,350	7,487	213,324	116	186,350	7,487	213,324	116	186,350	7,487	213,324	116	186,350	7,487	213,324	116	186,350	7,487	213,324				
East of other Islands in the Indian Archipelago	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437	58	219,629	2,936	3,437				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570	30	60,747	1,122	102,570				
East of other Islands in the Indian Archipelago	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570	68	173,718	4,909	1,025,570				
East of other Islands in the Pacific Archipelago	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932	110	181,338	6,939	63,932				
East of other Islands in the Atlantic Archipelago	30	60,747	1,1																																	

V.—NUMBER, TONNAGE and CREWS of Vessels of each Nation ENTERED at Ports in the Colony of Hongkong in the Year 1901.

NATIONALITY OF VESSELS.	ENTERED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American,	97	140,158	5,916	14	15,509	764	111	155,667	6,680
Austrian,	53	128,483	4,045	...	...	...	53	128,483	4,045
Belgian,	9	12,407	391	...	...	...	9	12,407	391
British,	3,125	4,334,462	172,898	235	280,560	12,739	3,360	4,615,022	185,637
Chinese,	138	18,932	1,656	...	...	...	138	18,932	1,656
Chinese Junks,	12,738	1,139,588	162,778	4,998	491,684	59,531	17,736	1,631,272	222,309
Corean,	1	796	31	...	...	...	1	796	31
Danish,	12	25,903	483	...	...	...	12	25,903	483
Dutch,	28	40,617	1,211	1	255	17	29	40,872	1,228
French,	326	243,378	18,540	2	210	32	328	243,588	18,572
German,	725	1,143,992	35,361	119	98,650	4,325	844	1,242,642	39,686
Italian,	13	18,782	836	...	...	...	13	18,782	836
Japanese,	321	679,713	28,114	15	13,268	854	336	692,981	28,968
Norwegian,	62	62,730	1,781	17	15,274	455	79	78,004	2,236
Portuguese,	83	10,456	1,517	...	...	...	83	10,456	1,517
Russian,	4	8,797	309	...	...	...	4	8,797	309
Spanish, .....	...	...	...	1	784	31	1	784	31
Swedish,	7	6,923	301	...	...	...	7	6,923	301
No Flag,	1	80	11	...	...	...	1	80	11
Steam launches trading to ports outside the Colony, }	1,486	80,644	27,850	56	1,920	509	1,542	82,564	28,359
TOTAL,.....	19,229	8,096,841	464,029	5,458	918,114	79,257	24,687	9,014,955	543,286

VI.—NUMBER, TONNAGE and CREWS of Vessels of each Nation CLEARED at Ports in the Colony of Hongkong in the Year 1901.

NATIONALITY OF VESSELS.	CLEARED.								
	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American,	88	130,986	5,687	16	16,725	811	104	147,711	6,498
Austrian,	34	88,170	2,683	17	34,462	1,260	51	122,632	3,943
Belgian,	3	4,464	146	6	7,943	242	9	12,407	388
British,	3,141	4,260,048	174,975	214	338,569	10,246	3,355	4,598,617	185,221
Chinese,	140	19,113	1,680	...	...	...	140	19,113	1,680
Chinese Junks,	11,904	1,272,046	172,074	5,754	362,850	49,573	17,658	1,634,896	221,647
Corean,	1	796	31	...	...	...	1	796	31
Danish,	11	24,049	458	1	1,854	25	12	25,903	483
Dutch,	18	25,122	756	11	15,750	473	29	40,872	1,229
French,	320	226,695	18,465	8	11,732	105	328	238,427	18,570
German,	718	1,093,450	34,242	125	146,517	5,388	843	1,239,967	39,630
Italian,	13	18,782	823	1	720	14	14	19,502	837
Japanese,	278	577,265	24,679	55	110,875	4,202	333	688,140	28,881
Norwegian,	55	48,654	1,576	20	25,167	575	75	73,821	2,151
Portuguese,	63	7,936	1,257	20	2,520	260	83	10,456	1,517
Russian,	2	3,466	213	2	5,331	96	4	8,797	309
Siamese, .....	...	...	...	2	407	49	2	407	49
Spanish,	1	784	35	...	...	...	1	784	35
Swedish,	6	5,934	268	1	989	32	7	6,923	300
No Flag,	7	2,747	94	...	...	...	7	2,747	94
Steam launches trading to ports outside the Colony, }	1,486	80,628	27,847	56	1,936	512	1,542	82,564	28,359
TOTAL,.....	18,289	7,891,135	467,989	6,309	1,084,347	24,598	23,056	8,892,918	541,852

VII.—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, 1901.

	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,.....	166	4,618	1,027	1	2,417	19	592	146	...	185	5,210	1,173	1	2,417
Cheung Cháu,	84	1,839	501	110	1,110	29	303	135	27	113	2,142	636	137	1,110
Deep Bay, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hungghòu,.....	396	8,376	2,221	13	6,540	140	4,954	670	...	536	13,330	2,891	13	6,540
Sham Shui-po,	2,397	255,024	24,739	19	206,311	1,818	206,079	20,402	191	4,215	461,103	45,141	210	206,311
Shauiwán, ...	329	5,023	1,673	73	2,744	240	12,630	2,004	20	569	17,653	3,677	93	2,744
Stanley,.....	25	829	179	60	635	5	106	32	...	30	935	211	60	635
Tai O,	128	3,644	989	396	1,108	18	431	140	23	146	3,475	1,129	419	1,108
Tai Po,	15	493	79	...	267	...	...	...	...	15	493	79	...	267
Victoria,	9,198	860,342	131,370	37,190	498,266	2,729	266,589	36,002	10,911	11,927	1,126,931	167,372	48,101	498,266
Total,...	12,738	1,139,588	162,778	37,862	719,398	4,998	491,684	59,531	11,172	17,736	1,631,272	222,309	49,034	719,398

VIII.—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, 1901.

	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,.....	49	1,017	277	...	645	94	1,148	448	...	143	2,165	725	...	645
Cheung Cháu,	45	698	239	48	347	42	592	224	52	87	1,290	463	100	347
Deep Bay,.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hungghòu,.....	164	6,545	1,166	...	4,751	408	7,774	1,972	...	572	14,319	3,138	...	4,751
Sham Shui-po,	2,447	285,809	26,228	123	235,753	1,763	175,145	16,984	100	4,210	460,954	43,212	223	235,753
Shauiwán, ...	379	17,754	3,000	62	14,837	251	3,473	1,174	88	630	21,227	4,174	150	14,837
Stanley,.....	16	398	105	...	135	13	406	116	...	29	804	221	...	135
Tai O,	55	1,199	415	117	407	88	2,295	685	238	143	3,494	1,100	355	407
Tai Po,	8	309	45	...	159	1	55	6	...	9	364	51	...	159
Victoria,	8,741	958,317	140,599	46,952	675,895	3,094	171,962	27,964	1,795	11,835	1,130,279	168,563	48,747	675,895
Total,...	11,904	1,272,046	172,074	47,302	932,929	5,754	362,850	49,573	2,273	17,658	1,634,896	221,647	49,575	932,929

IX.—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, 1901.

	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,...	2,550	183,836	20,610	234	164,364	313	8,252	1,891	117	2,863	192,088	22,501	351	164,364
San On Dis- trict, West River, &c., }	9,324	878,516	129,899	37,254	518,353	3,969	449,403	50,926	10,927	13,293	1,327,919	180,825	48,181	518,353
West Coast, ...	456	29,445	4,433	368	15,262	421	12,984	3,095	114	877	42,429	7,528	482	15,262
Macao,	408	47,701	7,836	6	21,419	295	21,045	3,619	14	703	68,836	11,455	20	21,419
Total,...	12,738	1,139,588	162,778	37,862	719,398	4,998	491,684	59,531	11,172	17,736	1,631,272	222,309	49,034	719,398

X.—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, 1901.

	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,....	1,388	67,856	11,191	167	36,156	1,615	135,883	12,994	113	3,003	203,739	24,185	280	36,156
San On Dis- trict, West River, &c., }	9,405	1,110,542	146,276	46,943	828,432	3,711	204,860	32,709	1,906	13,116	1,315,402	178,985	48,849	828,432
West Coast, ...	611	38,891	5,695	182	26,004	317	14,550	2,589	234	928	53,441	8,284	416	26,004
Macao,	500	54,757	8,912	10	42,337	111	7,557	1,281	20	611	62,314	10,193	30	42,337
Total,...	11,904	1,272,046	172,074	47,302	932,929	5,754	362,850	49,573	2,273	17,658	1,634,896	221,647	49,575	932,929

XI.—Return of Junks (Local Trade) ENTERED at each Port in the Colony of Hongkong, during the Year ending 31st December, 1901.

	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,.....	116	6,179	1,117	...	4,581	22	1,034	210	...	138	7,213	1,327	...	4,581
Cheung Cháu,	30	590	182	81	520	6	81	33	31	36	671	215	112	520
Deep Bay,.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hunghóm,.....	323	3,063	1,385	1	2,526	61	591	276	...	384	3,654	1,661	1	2,526
Sham Shui-po,	57	848	289	5	594	33	266	163	...	90	1,114	452	5	594
Shaukiwán, ...	110	3,239	815	4	1,816	97	4,046	798	30	207	7,285	1,613	34	1,816
Stanley,.....	15	674	124	...	188	10	176	88	...	25	850	212	...	188
Tai O,	23	430	168	7	323	4	116	75	1	27	546	243	8	323
Tai Po,	13	433	64	...	146	...	...	...	...	13	433	64	...	146
Victoria,.....	7,723	273,940	92,987	13,788	191,795	12,019	370,542	79,422	62,376	19,742	644,482	172,409	76,164	191,795
Total,...	8,410	289,396	97,131	13,886	202,489	12,252	376,852	81,065	62,438	20,662	666,248	178,196	76,324	202,489

XII.—Return of Junks (Local Trade) CLEARED at each Port in the Colony of Hongkong, during the Year ending 31st December, 1901.

	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,.....	42	1,827	334	...	749	137	8,396	1,441	...	179	10,223	1,775	...	749
Cheung Cháu,	22	753	155	152	575	40	745	231	48	62	1,498	386	200	575
Deep Bay,.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hunghóm,.....	58	406	309	...	319	290	2,260	1,104	...	348	2,666	14,13	...	319
Sham Shui-po,	43	475	222	...	284	52	781	291	80	95	1,256	513	80	284
Shaukiwán, ...	47	1,693	366	2	910	99	2,020	749	30	146	3,713	1,115	32	910
Stanley,.....	21	926	179	60	184	5	52	23	...	26	978	202	60	184
Tai O,	10	234	84	11	150	20	347	142	2	30	581	226	13	150
Tai Po,	19	505	84	...	200	...	...	...	...	19	505	84	...	200
Victoria,.....	5,049	165,230	46,262	87,266	29,356	14,619	482,049	125,346	1,658	19,668	647,279	171,608	88,924	29,356
Total,...	5,311	172,049	47,995	87,491	32,727	15,262	496,650	129,327	1,818	20,573	668,699	177,322	89,309	32,727

XIII.—SUMMARY.

FOREIGN TRADE.	NO. OF VESSELS.	TONS.	CREWS.
British ships entered with Cargoes,	3,125	4,334,462	172,898
Do. do. in Ballast,.....	235	280,560	12,739
Total,.....	3,360	4,615,022	185,637
British ships cleared with Cargoes,	3,141	4,260,048	174,975
Do. do. in Ballast,...	214	338,569	10,246
Total,.....	3,355	4,598,617	185,221
Total British ships entered and cleared,.....	6,715	9,213,639	370,858

XIII.—SUMMARY, *Continued.*

FOREIGN TRADE.	No. OF VESSELS.	TONS.	CREWS.
Foreign ships <i>entered</i> with Cargoes,	1,880	2,542,147	100,503
Do. <i>do.</i> in Ballast,	169	143,950	6,478
Total,	2,049	2,686,097	106,981
Foreign ships <i>cleared</i> with Cargoes,	1,758	2,278,413	93,093
Do. <i>do.</i> in Ballast,	285	380,992	13,532
Total,	2,043	2,659,405	106,625
Total Foreign ships <i>entered and cleared</i> ,	4,092	5,345,502	213,606
Steam-launches <i>entered</i> with Cargoes,	1,486	80,644	27,850
Do. <i>do.</i> in Ballast,	56	1,920	509
Total,	1,542	82,564	28,359
Steam-launches <i>cleared</i> with Cargoes,	1,486	80,628	27,847
Do. <i>do.</i> in Ballast,	56	1,936	512
Total,	1,542	82,564	28,359
Total Steam-launches <i>entered and cleared</i> ,	3,084	165,128	56,718
Junks <i>entered</i> with Cargoes,	12,738	1,139,588	162,778
Do. <i>do.</i> in Ballast,	4,998	491,684	59,531
Total,	17,736	1,631,272	222,309
Junks <i>cleared</i> with Cargoes,	11,904	1,272,046	172,074
Do. <i>do.</i> in Ballast,	5,754	362,850	49,573
Total,	17,658	1,634,896	221,647
Total Junks <i>entered and cleared</i> ,	35,394	3,266,168	443,956
Total of <i>all</i> Vessels <i>entered</i> ,	24,687	9,014,955	543,286
Total of <i>all</i> Vessels <i>cleared</i> ,	24,598	8,975,482	541,852
Total of <i>all</i> Vessels in <i>Foreign Trade, entered and cleared</i> ,	49,285	17,990,437	1,085,138
LOCAL TRADE.			
Total Junks <i>entered</i> ,	20,662	666,248	178,196
Do. <i>cleared</i> ,	20,573	668,699	177,322
Total of <i>all</i> Vessels in <i>Local Trade, entered and cleared</i> ,	41,235	1,334,947	355,518
Total of <i>all</i> Vessels in <i>Foreign Trade, entered and cleared</i> ,	49,285	17,990,437	1,085,138
Do. <i>all do. Local Trade, entered and cleared</i> ,	41,235	1,334,947	355,518
Grand Total of <i>all</i> Vessels <i>entered and cleared</i> ,	90,520	19,325,384	1,440,656

XIV.—RETURN OF LICENSED STEAM-LAUNCHES Entered in the COLONY of HONGKONG during the Year ending 31st December, 1901.

PLACES.	TOWING.					NOT TOWING.					TOTAL.				
	Vessels.	Tonnage.	Crews.	Passen- gers.	Cargo Discharged in tons.	Vessels.	Tonnage.	Crews.	Passen- gers.	Cargo Discharged in tons.	Vessels.	Tonnage.	Crews.	Passen- gers.	Cargo Discharged in tons.
Within the Waters of the Colony,.....	42,556	1,215,383	384,791	...	...	91,948	5,193,588	1,006,187	3,829,770	...	134,504	6,408,971	1,390,978	3,829,770	...
Total,.....	42,556	1,215,383	384,791	...	...	91,948	5,193,588	1,006,187	3,829,770	...	134,504	6,408,971	1,390,978	3,829,770	...
Within the Local Trade Limits, .....	...	...	...	...	...	12,597	509,959	99,684	433,637	...	12,597	509,959	99,684	433,637	...
Total,.....	...	...	...	...	...	12,597	509,959	99,684	433,637	...	12,597	509,959	99,684	433,637	...
Outside the Local Trade Limits,—															
Sam Shui, .....	...	...	...	...	...	876	48,149	17,886	30,576	6,216	876	48,149	17,886	30,576	6,216
Kong Mun, .....	...	...	...	...	...	34	1,754	457	...	679	83	3,506	913	...	757
Kam Chuk, .....	...	...	...	...	...	470	26,360	8,520	11,009	4,325	476	26,500	8,566	11,009	4,325
Wu Chow,	49	1,752	456	...	78	106	4,381	987	1,702	1,017	107	4,409	994	1,702	1,017
Macao,	6	140	46	...	...	...	...	...	...	...	...	...	...	...	...
Other Places,	1	28	7	...	...	...	...	...	...	...	...	...	...	...	...
Total,.....	56	1,920	509	...	78	1,486	80,644	27,850	43,287	12,237	1,542	82,564	28,359	43,287	12,315
Grand Total,.....	42,612	1,217,303	384,300	...	78	106,031	5,784,191	1,133,721	4,306,694	12,237	148,643	7,001,494	1,519,021	4,306,694	12,315

XV.—RETURN OF LICENSED STEAM-LAUNCHES Cleared in the Colony of Hongkong during the Year ending 31st December, 1901.

PLACES.	TOWING.					NOT TOWING.					TOTAL.				
	Vessels.	Tonnage.	Crews.	Passengers.	Cargo Shipped in tons.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo Shipped in tons.	Vessels.	Tonnage.	Crews.	Passengers.	Cargo Shipped in tons.
Within the Waters of the Colony,.....	42,556	1,215,383	384,791	...	...	91,948	5,193,588	1,006,187	3,829,582	...	134,504	6,408,971	1,390,978	3,829,582	...
Total,.....	42,556	1,215,383	384,791	...	...	91,948	5,193,588	1,006,187	3,829,582	...	134,504	6,408,971	1,390,978	3,829,582	...
Within the Local Trade Limits, .....	...	...	...	...	...	12,597	509,959	99,684	433,721	...	12,597	509,959	99,684	433,721	...
Total,.....	...	...	...	...	...	12,597	509,959	99,684	433,721	...	12,597	509,959	99,684	433,721	...
Outside the Local Trade Limits,—															
Sam Shtui, .....	...	...	...	...	...	876	48,149	17,886	30,652	13,074	876	48,149	17,886	30,652	13,074
Kong Mun, .....	...	...	...	...	...	34	1,754	457	...	1,090	83	3,506	913	...	1,204
Kam Chuk,	49	1,752	456	...	114	470	26,360	8,520	10,985	4,518	476	26,500	8,566	10,985	4,518
Wu Chow,	6	140	46	...	...	106	4,365	984	1,714	1,129	107	4,409	994	1,714	1,129
Macao,	1	44	10	...	...								
Other Places, .....				...	...					
Total,.....	56	1,936	512	...	114	1,486	80,628	27,847	43,351	19,811	1,542	82,564	28,359	43,351	19,925
Grand Total,.....	42,612	1,217,319	385,303	...	114	106,031	5,784,175	1,133,718	4,306,654	19,811	148,643	7,001,494	1,519,021	4,306,654	19,925

XVI.—RETURN of VESSELS REGISTERED at the Port of Hongkong, during the Year 1901.

Name of Vessel.	Official Number.	Registered Tonnage.	Horse Power.	Rig.	Built of	Where built and when.	Remarks.
Atalanta, (str.),	109,857	37	37	...	Wood	Hongkong, 1899.	
Præsident,	102,240	767	...	Barque	Wood	Stavanger, 1875.	Foreign name <i>Præsident</i> .
Hoi Moon, (str.), ...	109,858	218	28	Schooner	Wood	Hongkong, 1900.	
Sainam, (str.),	109,859	367	60	...	Steel	Hongkong, 1900.	
Hating, (str.),.....	109,860	697	450	Schooner	Steel	Newcastle-on-Tyne, 1898.	Foreign name <i>Hating</i> since transferred to Vancouver, B.C.
Hattie E. Smith,	109,861	141	...	Schooner	Wood	Newbury Port, U.S.A., 1869.	Foreign name <i>Hattie E. Smith</i> .
Louise J. Kenney,	109,862	215	...	Schooner	Wood	Essex, Mass., U.S.A., 1888.	Foreign name <i>Louise J. Kenney</i> .
Oro, (str.),	86,119	1,291	275	Schooner	Iron	Newcastle, 1883.	Foreign name <i>Charles Rogier</i> .
Wing Hang, (str.),.....	109,863	278	42	Schooner	Wood	Hongkong, 1901.	
Zafiro, (str.),	114,737	1,611	340	Schooner	Steel	Port Glasgow, 1901.	
Hongkong, (str.),	109,864	380	37	...	Wood	Hongkong, 1901.	
Bakan Maru, (str.), ...	109,865	286	40	...	Steel	Nagasaki, Japan, 1899.	Foreign name <i>Bakan Maru</i> .
Rubi, (str.),.....	114,776	1,612	340	Schooner	Steel	Port Glasgow, 1901.	
Hoi Ho, (str.),	109,866	364	40	...	Wood	Hongkong, 1901.	

XVII.—RETURN of REGISTRIES of VESSELS Cancelled at the Port of Hongkong, during the Year 1901.

Name of Vessel.	Official Number.	Registered Tonnage.	Date of Registry.	Horse Power.	Rig.	Built of	Where built and when.	Reason of Cancellation.
Sai Kong, (str.),...	95,874	259	1897	45	Nope	Wood	Hongkong, 1897.	Sold to Foreigners.
Hating, (str.),.....	109,860	697	1901	450	Schooner	Steel	Newcastle-on-Tyne, [1888.	Transferred to Vancouver, [B. C.

XVIII.—SUMMARY of CHINESE EMIGRATION from HONGKONG to Ports other than in China, during the Year ending 31st December, 1901.

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 Honolulu, Sandwich Island,	260	7	6	3	276	569	6	11	2	588	829	13	17	5	864
„ Japan Ports,	100	1	4	...	105	185	2	1	...	188	285	3	5	...	293
„ Mauritius, .....	...	...	...	...	...	760	11	9	...	780	760	11	9	...	780
„ San Diego, U.S.A.,	49	...	...	...	49	...	...	...	...	49	...	...	...	...	49
„ San Francisco, U.S.A.,	2,485	22	32	5	2,544	3,211	38	31	16	3,296	5,096	60	63	21	5,840
„ Straits Settlements,	30,441	5,480	975	520	37,416	10,911	1,983	405	188	19,487	47,352	7,463	1,380	708	56,903
„ Tacoma, U.S.A.,	233	...	...	...	233	344	...	1	...	345	577	...	1	...	578
„ Vancouver, British Columbia,	3,554	...	3	...	3,557	...	...	...	...	...	3,554	...	3	...	3,557
„ Victoria, British Columbia,	675	...	...	...	675	235	...	...	...	235	910	...	...	...	910
TOTAL PASSENGERS,	37,797	5,510	1,020	528	44,855	22,215	2,040	458	206	24,919	60,012	7,550	1,478	734	69,774
Total Passengers by British Vessels,											37,797	5,510	1,020	528	44,855
Total Passengers by Foreign Vessels,											22,215	2,040	458	206	24,919
Excess of Passengers by British Vessels,											15,582	3,470	562	322	19,936

XIX.—SUMMARY of CHINESE IMMIGRATION to HONGKONG from Ports other than China,
during the Year ending 31st December, 1901.

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,.....	845	...	...	...	845	2,020	...	...	...	2,020	2,865	...	...	...	2,865
" Callao, Peru,.....	64	...	...	...	64	152	...	...	...	152	216	...	...	...	216
" Honolulu, Sandwich Islands,.....	241	12	7	8	268	464	1	1	1	467	705	13	8	9	735
" Java, &c.,.....	...	...	...	...	...	110	...	...	...	110	110	...	...	...	110
" Mauritius,.....	...	...	...	...	...	250	...	...	...	250	250	...	...	...	250
" Melbourne,.....	341	...	...	...	341	86	...	1	...	87	427	...	1	...	428
" New South Wales,.....	290	...	...	...	290	105	...	...	...	105	395	...	...	...	395
" New Zealand Ports,.....	47	...	...	...	47	...	...	...	...	...	47	...	...	...	47
" Portland, Oregon,.....	71	19	3	...	93	...	...	...	...	...	71	19	3	...	93
" Queensland Ports,.....	462	...	...	...	462	167	...	...	...	167	629	...	...	...	629
" San Francisco, U.S.A.,.....	2,187	65	40	30	2,322	4,335	87	46	51	4,519	6,522	152	86	81	6,841
" Seattle, U.S.A.,.....	...	...	...	...	...	250	...	...	...	250	250	...	...	...	250
" South Australian Ports,.....	88	...	...	...	88	...	...	...	...	...	88	...	...	...	88
" Straits Settlements,.....	81,587	3,395	1,220	735	86,937	23,832	691	284	122	24,929	105,419	4,086	1,504	857	111,866
" Tacoma, U.S.A.,.....	186	...	...	...	186	497	...	...	...	497	683	...	...	...	683
" Tasmania,.....	15	...	...	...	15	...	...	...	...	...	15	...	...	...	15
" Vancouver, British Columbia,.....	3,232	16	6	4	3,258	...	...	...	...	...	3,232	16	6	4	3,258
" Victoria, British Columbia,.....	238	...	...	...	238	23	...	...	...	23	261	...	...	...	261
TOTAL PASSENGERS,.....	89,894	3,507	1,276	777	95,454	32,291	779	332	174	33,576	122,185	4,286	1,608	951	129,030
Total Passengers by British Vessels,.....	89,894	3,507	1,276	777	95,454										
Total Passengers by Foreign Vessels,.....						32,291	779	332	174	33,576					
Excess of Passengers by British Vessels,.....	57,603	2,728	944	603	61,878										

XX.—RETURN of MARINE CASES tried at the MARINE MAGISTRATE'S COURT, during the Year 1901.

NATURE OF CHARGE.	No. of Cases.	No. of Defendants.	DEFENDANTS HOW DISPOSED OF.								Amount of Fines.			
			Imprisoned with Hard Labour.	Imprisoned in default of Fine.	Fined.	Forfeiture of Pay.	Reprimanded.	Sent back to Duty.	To be Discharged from Ship.	Dismissed.				
Assault,.....	3	3	3	...	...	...	...	...	...	...	...	...	...	...
Condition of Licence, Breach of (Junk),	2	3	1	...	...	2	...	...	...	...	...	...	...	10
Condition of Licence, Breach of (Steam-Launch),.....	2	2	...	...	...	2	...	...	...	...	...	...	...	60
Drunkenness,.....	1	1	...	...	...	...	...	...	...	...	...	1	...	...
Harbour Regulations, Breach of (Junk),	1	3	...	...	...	3	...	...	...	...	...	...	...	30
Harbour Regulations, Breach of (Steam-Launch),.....	1	1	...	...	...	1	...	...	...	...	...	...	...	3
Harbour Regulations, Breach of (Str.),...	1	1	...	...	...	1	...	...	...	...	...	...	...	25
Obstruction of Fairways,.....	4	6	...	...	...	6	...	...	...	...	...	...	...	15
Plying for Hire without a Licence (Boat),	2	3	1	...	...	2	...	...	...	...	...	...	...	15
Plying without Certificates, Master and Engineer (Steam-Launch),.....	1	1	...	...	...	...	...	...	...	...	...	1	...	...
Neglecting, &c. to register Engagement and Discharge of Master and Engineer (Steam-Launch),.....	4	4	...	...	...	4	...	...	...	...	...	...	...	12
Refusal of Duty,.....	7	14	10	...	...	...	3	...	...	...	...	1	...	...
Rules of the Road, Failed to observe (Steam-Launch),.....	3	3	...	...	...	3	...	...	...	...	...	...	...	35
Throwing Ballast, &c., into the Harbour,	5	5	...	...	...	5	...	...	...	...	...	...	...	60
Total,.....	37	50	15	...	...	29	8	...	...	...	...	3	...	\$265

X XI.—DIAGRAM of Tonnage entered at Hongkong, from 1867 to 1901, inclusive.

RED LINE represents British Shipping Tonnage only.

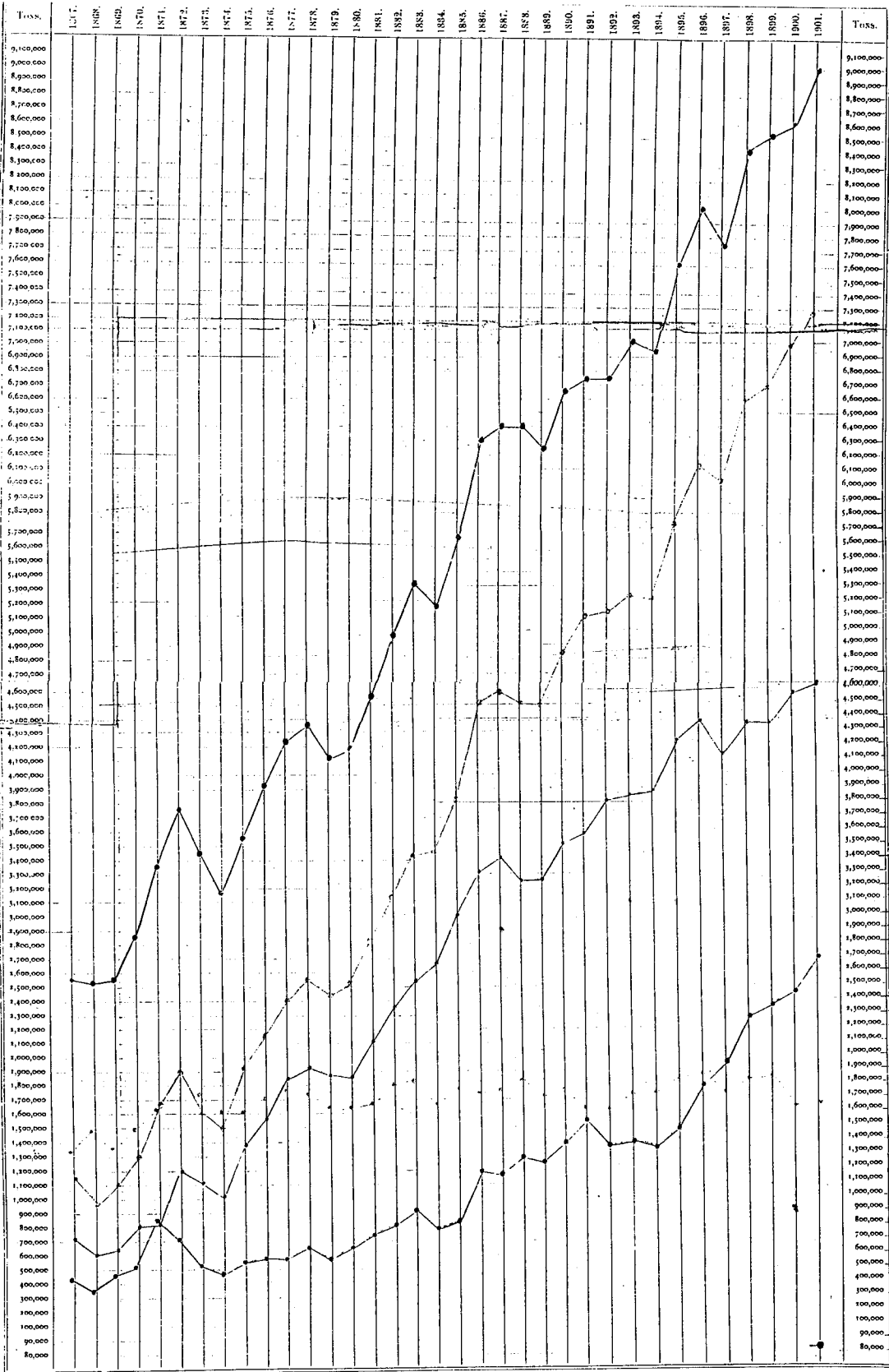
BLUE LINE represents Foreign Shipping Tonnage only.

GREEN LINE represents British and Foreign Shipping Tonnage.

YELLOW LINE represents Junk Tonnage only, excluding Local Trade.

VIOLET LINE represents Steam-launch Tonnage only, excluding Local Trade.

THICK BLACK LINE represents entire Trade in British and Foreign Ships, Junks and Steam-launches.



XXII.—STATEMENT of the REVENUE collected in the Harbour Department, during the Year, 1901.

Head of Receipt.	Amount.	Remarks.
	\$ cts.	
1. Light Dues, Ordinance 26 of 1891,	58,375.98	
2. Licences and Internal Revenue not otherwise specified :—		
Chinese Passenger Ship Licences, Ordinance 1 of 1889,	350.00	
Emigration Broker's Licences, Ordinance 1 of 1889,	1,000.00	
Fines,	265.00	
Junk Licences, &c., Ordinance 26 of 1891, from the New Territory,	8,944.80	
Junk Licences, &c., Ordinance 26 of 1891,	37,702.75	
Steam Launch Licences, &c., Ordinance 26 of 1891,	1,763.75	
3. Fees of Court, of Office, Payments for specific purposes and Reimbursements-in-aid :—		
Cargo-boat Certificates, Ordinance 26 of 1891,	2,466.00	
Engagement and Discharge of Seamen, Ordinance 26 of 1891,	23,863.40	
Engagement of Masters and Engineers of Steam Launches, Ordinance 26 of 1891,	246.00	
Examination of Masters and Engineers of Steam Launches, Ordinance 26 of 1891,	527.50	
Examination of Masters, Mates and Engineers, Ordinance 26 of 1891,	2,520.00	
Gunpowder, Storage of, Ordinance 26 of 1891,	26,873.67	
Medical Examination of Emigrants, Ordinance 1 of 1889,	21,669.00	
Printed Forms, Sale of, Harbour Regulations, Tide Tables, &c.,	327.50	
Private Moorings and Buoys, Rent, Ordinance 26 of 1891,	3,150.00	
Registry Fees, (Merchant Shipping Act), Ordinance 26 of 1891,	761.00	
Steam Launches, Surveyor's Certificates, Ordinance 26 of 1891,	3,075.00	
Survey of Steam-ships &c., Ordinance 26 of 1891,	12,916.04	
Sunday Cargo Working Permits, Ordinance 6 of 1891,	44,800.00	
Total,	\$ 251,597.39	

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

Year.	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 foregoing inspection.
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	18	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	35	96	51	1631
1898,	164	83	10	3	5	...	121	61	26	72	48	1729
1899,	144	61	10	3	2	...	134	62	27	57	78	1602
1900,	151	83	7	0	0	8	187	73	47	99	124	1834
1901,	157	92	7	3	0	10	217	36	102	88	118	2031

XXIV.—IMPORTS AND EXPORTS OFFICE.

IMPORTS.

	MALWA. chests.	PATNA. chests.	BENARES. chests.	PERSIAN. chests.	TURKISH. chests.	CHINESE. chests.	TOTAL. chests.
1900,	10,218	19,351	8,045	5,184½	418	40	43,256½
1901,	6,666	21,140	9,254	5,252½	2	...	42,314½
Increase, .....	...	1,789	1,209	68	...	...	3,066
Decrease,	3,552	...	...	...	416	40	4,008

EXPORTS.

	MALWA. chests.	PATNA. chests.	BENARES. chests.	PERSIAN. chests.	TURKISH. chests.	CHINESE. chests.	TOTAL. chests.
1900,	9,392	16,630	7,948	4,496½	255	...	38,721½
1901,	7,427	19,733	8,804	4,116½	189	...	40,269½
Increase, .....	...	3,103	856	...	...	...	3,959
Decrease,	1,965	...	...	380	66	...	2,411

Through Cargo reported in Manifests but not landed, { 1900, 17,557½ chests.
 1901, 12,150 ,,
 Decrease, 5,407½ chests.

NUMBER OF PERMITS, &c., ISSUED.

	1900.	1901.	Increase.	Decrease.
Landing Permits,.....	293	299	6	...
Removal Permits, ...	7,633	7,527	...	106
Exports Permits,.....	6,718	6,499	...	219
Memo. of Exports to the Commissioner of Chinese Customs,	553	602	49	...
Memo. of Exports to the Superintendent of Raw Opium Department, Macao,	296	294	...	2

SUMMARY OF EXPORTS, 1901.

	Malwa. chests.	Patna. chests.	Benares. chests.	Persian. chests.	Turkish. chests.	Chinese. chests.	Total. chests.	Total in piculs.
<i>By Steamers to</i> Amoy,	89½	85	1,658	80	...	...	1,912½	2,263.1
Bushire, .....	...	...	...	106	...	...	106	108.65
Bnsorah, .....	...	...	...	2	...	...	2	2.05
Bangkok, .....	...	...	...	2	...	...	2	2.05
Cairo, .....	...	...	...	3	...	...	3	3.075
Chefoo,	7	5	38	...	...	...	50	58.6
Canton,	820½	5,016	947	2	...	...	6,785½	7,978.15
Foochow,	1,137	656	262	374	...	...	2,429	2,621.95
Formosa, .....	...	150	360	2,160	1	...	2,671	2,827.
Haiphong, .....	...	...	8	...	...	...	8	9.6
Hankow,	14	47	7	...	...	...	68	78.8
Hoihow, .....	...	274	43	...	...	...	317	380.4
Kwong Chow Wan,	3	802	2	5	...	...	812	972.925
London, .....	...	...	...	90	178	...	268	270.25
Macao, .....	...	4,275	9	...	...	...	4,284	5,140.8
Merida, .....	...	...	...	3	...	...	3	3.075
New York, .....	...	...	...	4	5	...	9	9.1
Pakhoi, .....	...	37	54	...	...	...	91	109.2
Panama, .....	...	22	...	...	...	...	22	26.4
Philippine Islands,	1	1,073	1,099	1	...	...	2,174	2,608.425
Shanghai,	2,829	5,399	3,611	8	...	...	11,847	13,649.2
Swatow,	2,092	1,522	649	7	...	...	4,270	4,704.375
Sandakan, .....	...	...	6	25	...	...	31	32.825
Suez, .....	...	...	...	8	...	...	8	8.2
Straits Settlements,	2	160	42	1,236½	5	...	1,445½	1,516.8125
Wei-hai-wei,	12	3	...	...	...	...	15	15.6
<i>By Junks to various adjacent Ports in China,</i>	420	207	9	...	...	...	636	679.2
Total,	7,427	19,733	8,804	4,116½	189	...	40,269½	46,079.8125

The information in Column 8 above 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 „

GOVERNMENT NOTIFICATION.—No. 234.

His Excellency the Officer Administering the Government has been pleased, with the approval of the Secretary of State for the Colonies, to appoint ERNEST ALEXANDER RONALD LAING to be an Assistant Surgeon in the Medical Department of Hongkong, with effect from the 27th February, 1902.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th April, 1902.

GOVERNMENT NOTIFICATION.—No. 235.

His Excellency the Officer Administering the Government has been pleased, with the approval of the Secretary of State for the Colonies, to appoint WILLIAM HUNTER, M.B., Aberdeen, to be Bacteriologist in the service of the Government of Hongkong, with effect from the 27th February, 1902.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th April, 1902.