

1911. Coin to the face value of \$23,235,459 has thus been redeemed. The total issue by the Hongkong Government was of the face value of about \$44,000,000.

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

(a.)—SHIPPING.

The total of the Shipping entering and clearing at Ports in the Colony during the year 1920 amounted to 683,497 vessels of 40,122,527 tons, which, compared with the figures for 1919, shows an increase of 34,329 vessels, with an increase of 4,507,358 tons.

Of the above, 43,364 vessels of 24,194,022 tons were engaged in Foreign Trade, as compared with 41,985 vessels of 21,072,129 tons in 1919 and were distributed as follows :—

	1919.	1920.	1919.	1920.
	Numbers.	Numbers.	Tonnage.	Tonnage.
British Ocean-going Ships,	9.2 %	9.6 %	32.4 %	34.5 %
Foreign Ocean-going Ships,	12.6	12.5	36.2	38.1
British River Steamers, ...	13.2	11.9	15.4	13.5
Foreign River Steamers, ...	3.8	4.0	2.9	2.4
Steam Launches (under 60 tons),	11.9	11.6	0.8	0.7
Trading Junks,	49.3	50.4	12.3	10.8
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

N.B.—The movements of Fishing Junks are not included in this Table.

Of vessels of European construction, 4,807 Ocean Steamers, 3,441 River Steamers, and 2,498 Steamships not exceeding 60 tons entered during the year, giving a daily average of 29.4 ships, as compared with 29.1 in 1919 and 27.3 in 1918.

The average tonnage of individual Ocean Vessels entering the Port has increased from 1,583.1 tons to 1,831.0 tons, that of British ships has increased from 1,722.6 tons to 2,002.3 tons while that of Foreign ships has also increased from 1,449.2 tons to 1,699.2 tons.

The average tonnage of individual River Steamers entering during the year has decreased from 448.8 tons to 425.8 tons.

That of British River Steamers has decreased from 529.8 tons to 516.1 tons, and that of Foreign River Steamers has decreased from 336.6 tons to 324.3 tons.

4. A comparison between the years 1919 and 1920 is given in the following table :—

Class of Vessels.	1919.		1920.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean-going,	3,865	6,842,024	4,173	8,351,084	308	1,509,060	...	...
Foreign Ocean-going,	6,274	7,625,823	5,418	9,223,552	144	1,597,729	...	...
British River Steamers, ...	5,502	3,253,781	5,138	3,256,985	...	3,204	364	...
Foreign River Steamers, ...	1,599	591,679	1,741	577,270	142	...	...	14,409
Steamships under 60 tons (Foreign Trade), ...	5,035	161,689	5,028	167,248	...	5,559	7	...
Junks, Foreign Trade,	20,710	2,597,133	21,866	2,617,883	1,156	20,750	...	...
Total, Foreign Trade,	41,985	21,072,129	43,364	24,194,022	1,750	3,136,302	371	14,409
Steam-launches plying in Waters of Colony,	586,188	13,366,602	619,068	14,636,848	32,880	1,270,246	...	...
Junks, Local Trade,	* 20,995	* 1,176,438	† 21,065	† 1,291,657	70	115,219	...	...
Grand Total, ...	649,168	35,615,169	683,497	40,122,527	34,700	4,521,767	371	14,409
Nett Increase,					34,329	4,507,358	...	...

* Including 11,486 Conservancy and Dust Boats of 758,624 tons.

† " 11,156 " " " " " 839,422 "

This table shows an increase in British Ocean-going shipping of 308 ships or 7.9 per cent. and an increase of 1,509,060 tons or 22.0 per cent.

This is due to vessels which were under Government control being released, and to newly built ships and Enemy ships which were sold or transferred to British ship-owners being put on the Eastern trade.

British River Steamers have decreased by 364 ships with an increase in tonnage of 3,204 tons or 6.6 per cent. in numbers and 0.1 per cent. in tonnage.

The decrease in ships is due to the s.s. "Chuen Chow" being laid up during the latter part of the year and to the s.s. "Hoi Ming" being transferred to the Chinese flag. The decrease in tonnage is due to the alteration in tonnage of the s.s. "Fatshan", "Kinshan" and "Heungshan."

Foreign Ocean-going vessels have increased by 144 ships with an increase of 1,597,729 tons or 2.7 per cent. in numbers and 20.9 per cent. in tonnage. This is due to the large amount of American vessels frequenting the Port. Enemy vessels being sold or transferred to Foreign ship-owners and also to several newly built Chinese and Norwegian vessels being put on the Coastal trade.

Foreign River Steamers show an increase of 142 ships with a decrease in tonnage of 14,409 tons or 8.9 per cent. in numbers and 2.4 per cent. in tonnage. This is due to the s.s. "Hoi Ming" formerly British owned being transferred to the Chinese flag being now named the s.s. "Tung Sing", also to two newly built steamers the s.s. "Leung Kwong" and "Kong Chow" being put on the West River run.

The decrease in tonnage is due to the s.s. "Tin Sing" being seized by the Cantonese Government and a number of Chinese vessels being unable to run frequently owing to Hostilities in the West River waters.

In steamships not exceeding 60 tons employed in Foreign Trade, there is a decrease of 7 ships with an increase in tonnage of 5,559 tons or 0.1 per cent. in numbers and 3.4 per cent. in tonnage. The increase is most prominent in vessels trading to Macao due to the Steam-launches "Hau Hoi 1" and "On Chai" running regularly for the best part of the year.

Junks in Foreign Trade show an increase of 1,156 vessels and an increase of 20,750 tons or 5.6 per cent. in numbers and 0.8 per cent. in tonnage. This is due to more junks of smaller tonnage visiting this Port.

In Local Trade, (*i.e.* between places within the waters of the Colony) there is an increase in Steam-launches of 32,880 and an increase of 1,270,246 tons or 5.6 per cent. in numbers and 9.5 per cent. in tonnage.

This is due to the decreasing cost of coal; Launches which had been laid up, were again employed.

Junks in Local Trade show an increase of 70 vessels and an increase of 115,219 tons or 0.3 per cent. in numbers and 9.8 per cent. in tonnage. This is due to a great number of junks being employed on reclamation work.

Thus:—

Flag.	Steamers.		No. of times entered.		Total Tonnage.		
	1919.	1920.	1919.	1920.	1919.	1920.	
British	Steamers	299	330	1,938	2,090	3,436,616	4,184,927
	Sailing...	2	—	2	—	2,267	—
Japanese	Steamers	379	279	1,148	925	2,111,252	2,059,712
	Sailing ..	1	—	1	—	89	—
Norwegian,	18	19	96	131	99,652	136,616	
Chinese,	84	67	854	912	585,972	595,989	
Danish,	6	9	6	11	17,720	43,410	
Dutch,	39	27	113	117	262,213	313,312	
French,	17	34	159	156	204,494	276,962	
Portuguese,	5	6	85	78	51,459	38,269	
Russian,	9	9	8	36	9,989	55,468	
Siamese,	3	5	7	35	7,916	40,224	
Sarawak,	—	1	—	1	—	892	
Swedish,	1	3	1	4	2,217	13,863	
U.S.A.,	Steamers	90	129	150	286	415,859	953,443
	Sailing ..	1	—	1	—	3,000	—
Italian,	—	5	—	14	—	54,512	
Inter Allied, ...	3	3	6	10	31,974	30,980	
Brazilian,	—	1	—	1	—	3,041	
Total,	957	927	4,575	4,807	7,242,689	8,801,620	

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

	VESSELS.		BRITISH CREW.		AMERICANS AND EUROPEANS.		ASIATICS.	
	1919.	1920.	1919.	1920.	1919.	1920.	1919.	1920.
British, .	301	330	19,717	26,284	674	1,214	134,307	140,832
Foreign, .	656	597	1,359	1,750	11,725	24,542	150,517	150,617
Total, ...	957	927	21,076	28,034	12,399	25,756	284,824	291,499

Hence in British ships:—				And in Foreign ships:—			
1919.	1920.			1919.	1920.		
12.74 %	15.55 %	of the crews	were British.	0.83 %	0.99 %	of the crews	were British.
0.45 %	0.72 %	of the crews	were other Europeans.	7.17 %	13.81 %	of the crews	were other Europeans.
86.81 %	83.66 %	of the crews	were Asiatics.	92.00 %	85.13 %	of the crews	were Asiatics.

TRADE.

Detailed and accurate statistics of imports and exports are now collected and published by the Imports and Exports Department.

IMPORTS.

The number and tonnage of ships of European type construction carrying cargo for import and transit, compared with 1919, were as follows:—

	1919.		1920.		Increase.		Decrease.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
Steamers,	4,571	7,237,333	4,807	8,801,620	236	1,564,287	...	...
River Steamers,	3,550	1,917,236	3,441	1,918,064	...	828	109	...	
Sailing Vessels,	4	5,356	...	...	...	...	4	5,356
Total,	8,125	9,159,925	8,248	10,719,684	236	1,565,115	113	5,356	
					Nett Increase,	123	1,559,759

EXPORTS.

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

	1919.		1920.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers,	4,560	7,219,802	4,784	8,773,016	224	1,553,214	...	...
River Steamers.	3,551	1,928,221	3,438	1,916,191	...	...	13	12,030
Sailing Vessels,	4	5,356	...	...	...	...	4	5,356
Total,...	8,115	9,153,379	8,115	10,689,207	224	1,553,214	17	17,386
Net Increase,					207	1,535,828	...	...

	1919.		1920.		Increase.		Decrease.	
	No.	Bunker Coal.	No.	Bunker Coal.	No.	Bunker Coal.	No.	Bunker Coal.
Steamers,	4,560	850,386	4,784	464,707	224	...	...	385,679
River Steamers.	3,551	53,439	3,438	63,486	...	10,047	13	...
Total,...	8,111	903,825	8,222	528,193	224	10,047	13	385,679
Net Increase,.....					211	...	...	375,632

The River Trade, compared with 1919, is shown in the following Table:—

Year.	Imports.	Exports.	Passengers.
1919,	323,536	328,369	1,373,947
1920,	345,514	317,512	1,686,306

The following Table shows the Junk Trade of the Colony for the years 1919 and 1920 :—

IMPORTS.				
	1919.		1920.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,	10,353	1,248,389	10,885	1,320,745
Local Trade,	4,686	206,326	4,917	223,101
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Total,	15,039	1,454,715	15,802	1,543,846
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Imported 569,888 tons as under :—

	<i>Tons.</i>
Cattle, 1,914 head,	224
Swine, 18,397 head,	1,082
General,	547,747
Earth and Stones,	20,835
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Total,	569,888
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EXPORTS.				
	1919.		1920.	
	<i>Junks.</i>	<i>Tons.</i>	<i>Junks.</i>	<i>Tons.</i>
Foreign Trade,	10,357	1,349,744	10,981	1,297,138
Local Trade,	4,823	211,483	4,992	229,134
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Total,	15,180	1,561,232	15,983	1,526,272
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Exported 709,961 tons as under :—

	<i>Tons.</i>
Kerosine, 1,128,477 cases,	40,604
Rice and Paddy,	59,769
Coal,	236,799
General,	372,589
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Total,	709,761
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OPIUM.

Five hundred and twelve and a half (512½) chests of Persian Opium and 112 chests of Turkish opium were imported during the year; 2 chests of Persian Opium were exported to London, 510½ chests to Formosa, and 109 chests of Turkish opium to Formosa; 3 chests used for Medical purposes by A. S. Watson & Co., Ltd. of Hongkong.

Nine hundred and one (901) chests of uncertificated Indian Opium were imported; 576 chests for the Macao Opium Farmer, of which 226 chests exported by Tai Seng, the Old Farmer, and 350 chests by Lee Seng, the New Farmer, from July to December, 1920; 100 chests for Kobe; and the remaining 225 chests for the Government Opium Monopoly.

The table below shows the total imports and exports since 1912:—

	1920.	1919.	1918.	1917.	1916.	1915.	1914.	1913.	1912.
	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.
Stock in hand on 1st January, ...	329	253	799½	977½	1,303½	2,256½	4,580½	5,560	7,587
Imported during the year,	1,525½	1,290	1,259	1,657	1,706	1,873	3,059½	9,108½	12,361¼
Total,.....	1,854½	1,543	2,058½	2,634½	3,009½	4,129½	7,640	14,668½	19,948¼
Boiled by Opium Farmer,	—	—	—	—	—	—	36	667	1,113
Boiled by Government,	225	377	539	352	365	340	413	—	—
Spurious Opium destroyed,	—	—	1	13	—	17	19	—	2
Used locally,	3	—	—	—	—	—	—	—	—
Missing or stolen,	—	—	—	1	—	—	4	2	9
Exported during the year,	1,297½	837	1,265½	1,469	1,667	2,469	4,911½	9,419	13,264¼
Total,.....	1,525½	1,214	1,805½	1,835	2,032	2,826	5,383½	10,088	14,388¼
Stock remaining on 31st December,...	329	329	253	799½	977½	1,303½	2,256½	4,580½	5,560

Emigration and Immigration.

One hundred and five thousand two hundred and fifty-eight (105,258) emigrants left Hongkong for various places during the year 1920, (59,969 in 1919). Of these, 70,234 were carried in British ships, and 35,024 in Foreign ships.

One hundred and twenty-two thousand four hundred and thirty-eight (122,438) returning emigrants were reported to have been brought to Hongkong from the several places to which they had

emigrated either from this Colony or from Coast Ports, as against 136,020 in 1919. Of these, 87,766 arrived in British ships, and 34,672 in Foreign ships.

Statement of Number of Emigrants to Straits Settlements, 1910 to 1920, compared with Total Chinese Emigration.

	No. of Emigrants to Straits Settlements.	Total No. of Emigrants.
1910,	76,705	111,058
1911,	100,906	135,565
1912,	84,024	122,657
1913,	102,353	142,759
1914,	44,974	76,296
1915,	41,278	68,275
1916,	82,797	117,653
1917,	63,292	96,298
1918,	8,019	43,830
1919,	11,638	59,969
1920,	43,935	105,258

(b.)—INDUSTRIES.

(i.)—Under European Management.

Engineering and Shipbuilding.—The figures are as follows for the years 1919 and 1920 :—

1919.

Taikoo Dockyard and Eng. Co., Ltd., ...	6 vessels of 22,311 gross tons and 14,450 I.H.P.
Hongkong & Whampoa Dock Co., Ltd., 9	" " 17,415 " " 13,975 "
W. S. Bailey & Co., Ltd., 8	" " 700 " " 1,750 "
Kwong Tuck Cheong, 2	" " 948 " " 800 "

Total, 25 vessels of 41,374 gross tons and 30,975 I.H.P.

1920.

Hongkong and Whampoa Dock Co., Ltd., 5	vessels of 37,935 gross tons and 11,500 I.H.P.
Taikoo Dockyard and Eng. Co., Ltd., ... 5	" " 13,660 " " 9,700 "
W. S. Bailey & Co., Ltd., 22	" " 1,197 " " 1,336 "
Kwong Hip Lung Co., Ltd., 1	" " 50 " " — "
Kwong Fat & Co., 1	" " 356 " " 30 "
Kwong Sang Loong, 1	" " 1,374 " " 85 "
Hung Fat, 2	" " 7 " " 48 "
A King, 25	" " 77 " " 276 "

Total, 62 vessels of 54,656 gross tons and 22,975 I.H.P.

Sugar Refineries.—1920 was a phenomenal year. Prices of Raw Sugar fluctuated but very little during the first few months of the year, but in April news was received of a very large reduction in the estimate of the Cuban Crop, which caused a rapid rise in prices the world over, raws in Java rising from 40 to 75 Guilders per

picul between April and May, whilst Cubans which were quoted at about 9 cents previous to the revised estimate reached over 21 cents. After large quantities of Sugar had passed hands at these exceptional rates a slump took place, which was largely brought about by the over-anxiety of America to fill her shortages and prices fell away equally rapidly, the actual difference between the highest and lowest prices touched between the middle of May and December being 61 Guilders a picul.

The Refined markets follow the upward trend of prices to a certain extent in April and May and satisfactory sales were made to India, America and Europe both for prompt and forward deliveries.

Demand from China was consistent throughout the year but for the first six months prices were disappointing.

Yarn.—The Yarn trade during 1920 was very unsatisfactory and resulted in severe losses to native dealers, some of the smaller ones being forced to close down.

Trade was brisk until March but the Japanese financial crisis and the raising of the embargo on Japanese Yarn exports brought down prices with a run and so far there has not been any reasonable reaction from this collapse.

The total quantity of Indian Yarn imported into the Colony during the Year amounted to 120,000 bales and 17,000 bales were brought forward from the previous year.

Clearances totalled 112,000 bales leaving a carryover of 25,000 bales.

Cotton.—Middling American Cotton in Liverpool was quoted in January at 28'50*d.* for spot, it declined to 27'38*d.* at the end of January, but then rose until on 18th February it reached the phenomenal height of 31'16*d.* It has since gradually fallen away, with an occasional setback, to 8'65*d.* at the end of the year (lowest since August, 1916).

The year opened with Exchange at 4/11½ T/T. It advanced rapidly and reached its topmost height of 6/2 T/T. on 10th February. It then reacted and declined steadily with one or two small setbacks until the close of the year, when T/Ts. on London were quoted at 3/2.

Rope Making, 1920.—The demand for Manila Cordage was not so good and the total turnover showed a falling off from that of the previous twelve months. The high rate of exchange which ruled throughout the year adversely affected our business with gold standard countries to a large extent.

Cement Manufacture.—Although exchange ruled very high throughout the year, there developed a very good demand from all markets and prices rose all round. The turnover was a record one.

(ii).—*Under Chinese Management.*

Tin.—During the year under review the volume of business transacted was large (about twice that of 1919) but, although the Sterling price was as high as £421 10s. in the early part of the year and as low as £205 10s. towards the close, there was little variation in local prices over the whole year owing entirely to the vagaries in exchange.

Imports and Exports for the year, in round figures, were :—

IMPORTS.		EXPORTS.	
From Straits,.....	300 Tons.	To United Kingdom,	3,600 Tons.
„ China,.....	100 „	„ United States, ...	5,300 „
„ Neth. Indies,..	300 „	„ Sundry Ports, ...	300 „
„ Yunnan,.....	10,100 „	„ China,	2,900 „
„ Kwangsi,.....	400 „	„ Japan,	1,500 „
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	11,200 Tons		13,600 Tons.
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Rattan and Fibre Furniture.—In sympathy with practically all lines, 1920 was a bad year for these commodities. The value of Rattan and Fibre Furniture exported was about half of 1919. Seagrass declined to about the same percentage whilst Rattan core was worse, about 25% of 1919.

Native Tobacco.—Only a very small business was transacted during 1920 with declining prices.

Leather and Hides.—These showed a considerable decline; most dealers have lost money and are holding fairly large stocks.

Ginger and Preserves.—This trade was one of the worst during 1920; exports decreased about 70% in comparison with 1919.

Soy.—Only a small business was done and in small lots to regular centres.

Paper.—Those interested in this line and who had stocks had a good year as prices rose about 25% in the beginning of this year, due to non-arrival of many orders. During the latter part of the year the market was plentifully stocked at lower prices, but, owing to exchange, local prices remained at the same high level with very little business.

Vermillion.—Very little done and much less than 1919.

Lard.—The anticipated demand for 1920 did not materialise and business was bad; a great falling off compared with 1919, although, at one time, the trade looked like reviving owing to heavy purchase from a new source.

Tinned Goods.—Trade was not as good as 1919.

Shamshoo and Vinegar.—The same remarks as above apply.

Knitted Vests and Socks.—These industries are progressing and with the addition of improved machinery will, in time, practically control the Eastern trade. A good business, considering the

general slackness, was done; practically the same as in 1919 but the value for 1920 was about \$2,500,000 as compared with \$3,000,000 in 1919, the shrinkage being due to lower values.

(c.)—FISHERIES.

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

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

About 16,000 pine tree seedlings were planted on the hills in the vicinity of the Fanling Golf Course and 6,450 on Cheung Chau Island.

On the hills east of the Fanling Golf Course, pine trees were sown *in situ* to produce 50,000 trees.

At Aberdeen, 5,960 pine tree seed sites were re-sown.

On the Fanling hills, 100 lbs. of pine tree seeds were sown broadcast, 50 lbs. on the upper part of the hills between Beacon Hill and Lion Rock on the south side, and 40 lbs. on the north side. Six and half pounds were sown on the new grassy banks of the Chinwan coastal road.

About 10,000 pine tree seedlings were raised in nurseries for planting in 1920.

Two thousand four hundred and fifty-five (2,455) broad-leaved trees were planted on the hills at Fanling, 3,493 on Cheung Chau Island, 718 near the new Pokfulam Filter Beds, 800 on Chinwan Police Station Hill, 60 on Mount Gough, and 48 in Kowloon Tong Cemetery.

Two hundred and twenty (220) Ficus creepers were also planted in Kowloon Tong Cemetery, 64 near Sukunpo New Recreation Ground, and 135 on Findlay Road.

In Hongkong and Kowloon, 632 flowering trees and shrubs were planted in the vicinity of roads.

Trees which had failed along the Taipo-Castle Peak Road were replaced by others.

Between Autau and Castle Peak, 1,450 Melaleuca were planted on the side of the road which had been recently widened.

Sixty-three (63) broad-leaved trees were planted along the completed portion of the Frontier Road.

The Lok Ma Chow Road, which was completed in 1918, was planted up with 172 Candle-nut trees.