

colony if proper encouragement was forthcoming. The dock accommodation is fully adequate for the needs of the port. There are two docks over 700 feet in length and several of smaller size. One company has three extensive dockyard establishments fitted with the latest appliances and equipment. This concern is now preparing three new shipways and expects to be in a position next year for building steamships up to 16,000 tons gross. Another company has an up-to-date plant, which includes a dock 787 feet in length and a building yard fitted for turning out vessels of various kinds. A steamship of over 5,000 tons was recently built by this company. There is also a naval dockyard with a dock capable of accommodating the largest vessels and several private concerns building small steamers, launches, junks and other vessels. Another industry in Hong Kong deserving of mention is that managed by the Dairy Farm Company, which supplies the European population both at Hong Kong and throughout the Far East, as well as the steamers which call at the port, with fresh milk and other dairy products, poultry, meats, hams, bacon and other produce. This concern has lately been experimenting with the canning and preserving of meats for supplying ships and for shipment to the tropical districts to the south.

TARIFF.

Hong Kong is a free port and duties are levied only on a limited number of articles, such as wines, liquors and tobacco, when imported for local consumption, goods imported and then reshipped from the colony pay no duty. Imports into South China ports from Hong Kong are subject to the Chinese tariff, which is a general *ad valorem* tariff for revenue purposes, the scale of duty being 5 per cent.

THE IMPORT TRADE OF HONG KONG.

A consideration of the trade of Hong Kong is rendered difficult at the outset owing to the absence of detailed statistics. There are no figures available to show from whence originates the large quantity of foreign goods which pass through the port, nor is it possible to indicate the destination of South China products shipped from Hong Kong. Some idea of the nature of the goods imported may be obtained by a reference to the returns of the Chinese maritime customs covering the import into the principal treaty ports of South China, the bulk of the goods imported into these ports being distributed from Hong Kong. The following table shows the principal articles imported during the year 1916 through the ports of the Canton River delta by steamer and junk. This table is abstracted from the returns of the Canton, Kowloon, Lappa (Macao), Kongmoon and Samshui customs houses. The unit of quantity given, viz., the picul, is the equivalent of 133½ pounds avoirdupois. The average value of the Haikwan tael during the year 1916 was the equivalent of 79 cents gold. This table will indicate the nature of the imports into South China and the opportunities which are presented thereby for the enlargement of Canadian trade:—

IMPORTS INTO PORTS OF THE CANTON RIVER DELTA, 1916.

Description of Goods.	Classifier of Quantity.	Quantity.	Total Value. Hk. tls.
Opium—			
Bengal..	Piculs.	124.29	925,301
Malwa..	"	14.62	142,475
Cotton goods—			
Shirtings, grey, plain..	Pieces	94,875	289,295
" white, plain..	"	172,400	810,281
Drills and jeans..	"	11,135	56,746
T-cloths..	"	37,921	96,638
Lenos and balzarines..	"	29,771	73,005
Printed goods..	"	22,479	68,381
Dyed goods..	"	70,301	326,187
Cotton Italians..	"	46,202	311,778
" lastings..	"	19,792	108,624
" Spanish stripes..	"	3,076	21,863