



DAILY INFORMATION BULLETIN

FRIDAY, JULY 5, 1974.

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COMPULSORY RESUMPTION OF LAND FOR MTR PROJECT
COMPENSATION PAYMENTS TO BE BASED ON OPEN MARKET VALUE
* * * * *

TO ALLOW FOR THE BUILDING AND FUTURE RUNNING OF THE MASS TRANSIT RAILWAY, A BILL, PUBLISHED IN TODAY'S GAZETTE, PROVIDES FOR THE COMPULSORY ACQUISITION OF LAND AND PAYMENT OF COMPENSATION BASED ON THE OPEN MARKET VALUE.

A GOVERNMENT SPOKESMAN SAID THAT THE BILL, TO BE KNOWN AS THE MASS TRANSIT RAILWAY (LAND RESUMPTION AND RELATED PROVISIONS) BILL 1974, BRINGS TOGETHER IN ONE PIECE OF LEGISLATION PROVISIONS FROM SEVERAL EXISTING ORDINANCES AND WILL BOTH SIMPLIFY AND SPEED UP PROCEDURES FOR THE ACQUISITION OF LAND FOR THE MASS TRANSIT RAILWAY AND FOR AGREEMENT ON THE TERMS FOR COMPENSATION.

THE BILL ALSO INCORPORATES, HE WENT ON, PROVISIONS FOR THE CREATION OF EASEMENTS FOR TUNNELLING AND CONFERS POWERS TO CARRY OUT OTHER WORKS SUCH AS STREET ALTERATIONS, UNDERPINNING OF BUILDINGS AND THE REMOVAL OF OBSTRUCTIONS.

SINCE 1968, WHEN PLANNING FOR THE MASS TRANSIT RAILWAY BEGAN, IT HAD BEEN THE GOVERNMENT'S POLICY TO PURCHASE LAND AFFECTED AS AND WHEN IT BECAME AVAILABLE. DESIGNERS HAD ALSO CAREFULLY PLANNED THE RAILWAY SO THAT IT FOLLOWED, WHEREVER POSSIBLE, EXISTING PUBLIC STREETS AND HIGHWAYS, AND SO HAD REDUCED TO THE MINIMUM, INTERFERENCE WITH PRIVATE LAND AND PROPERTY.

+THE RESULT HAS BEEN THAT, OUT OF 74 MAJOR SITES REQUIRED FOR THE FIRST FOUR STAGES, 64 WERE ALREADY THE PROPERTY OF THE CROWN AND INVOLVED NO PRIVATE PROPERTY AT ALL,+ THE SPOKESMAN SAID.

+IN FACT,+ THE SPOKESMAN CONTINUED, +FOR THE CONSTRUCTION OF THE FIRST FOUR STAGES OF THE RAILWAY, THERE ARE ABOUT 30 OWNERS AND 250 TENANTS WHO WILL HAVE TO MOVE AND BE RE-HOUSED. OTHERS WILL OF COURSE BE AFFECTED BY THE CONSTRUCTION OF THE RAILWAY BUT THEY WILL NOT HAVE TO MOVE.+

THE SPOKESMAN WENT ON: +BECAUSE MOST OF THE RAILWAY WILL RUN UNDER PUBLIC OR EXISTING CROWN LAND, THERE WILL NOT BE EXTENSIVE OPERATIONS OR WORKS UNDER PRIVATE PROPERTY. WHERE IT DOES HAVE TO BE CARRIED OUT, COMPENSATION WILL BE PAID IF THE OWNER SUFFERS ANY LOSS.+

THE BILL PROVIDES FOR PLANS OF THE RAILWAY AREA TO BE PREPARED AND PUBLISHED BY THE DIRECTOR OF PUBLIC WORKS. THESE WILL BE DISPLAYED IN VARIOUS GOVERNMENT OFFICES INCLUDING THOSE OF CITY DISTRICT OFFICES. THE TERM +RAILWAY AREA+ MEANS THE AREA WITHIN WHICH LAND MAY BE RESUMED OR EASEMENTS CREATED FOR THE PURPOSE OF BUILDING AND RUNNING THE RAILWAY.

/THE BILL

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THE BILL ALSO PROVIDES FOR TEN HEADS UNDER WHICH COMPENSATION IS TO BE PAYABLE AND FOR A PROCEDURE TO BE FOLLOWED BY THOSE MAKING CLAIMS. UNDER THE BILL ANY CLAIMANT CAN DISCUSS HIS CLAIM DIRECT WITH THE DIRECTOR OF PUBLIC WORKS OR HIS REPRESENTATIVE, WHO MAY AGREE WITH THE CONSENT OF THE CLAIMANT TO SETTLE A CLAIM ADMINISTRATIVELY AND WITHOUT HAVING TO GO TO A TRIBUNAL.

WHERE A CLAIMANT AND THE DIRECTOR OF PUBLIC WORKS HAVE NOT REACHED AGREEMENT WITHIN FOUR MONTHS THE CLAIMANT HAS A RIGHT TO GO TO THE LANDS TRIBUNAL TO BE SET UP UNDER THE RECENTLY PUBLISHED LANDS TRIBUNAL BILL, 1974. EXPERIENCE IN THE UNITED KINGDOM WITH A SIMILAR TRIBUNAL HAS SHOWN THAT IT CAN WORK SPEEDILY AND EFFECTIVELY IN THE INTERESTS OF PRIVATE INDIVIDUALS.

THE HONG KONG LANDS TRIBUNAL WILL BE A JUDICIAL BODY ASSISTED WHERE NECESSARY BY A PANEL OF OTHER PERSONS FROM OUTSIDE THE GOVERNMENT.

UNDER THE BILL NO ONE HAS A RIGHT TO OBJECT TO LAND BEING INCLUDED WITHIN THE RAILWAY AREA. THE GOVERNMENT SPOKESMAN SAID THAT THIS PROVISION WAS INTENDED TO ALLOW THE GOVERNMENT TO PURSUE THE BUILDING OF THE RAILWAY WITHOUT DELAY. TO CHANGE THE ALIGNMENT OF THE RAILWAY, HE POINTED OUT, WOULD RISK THROWING THE WHOLE PROJECT OUT OF GEAR WITH THE MOST SERIOUS ENGINEERING AND FINANCIAL IMPLICATIONS.

WHERE IT IS NECESSARY TO CLOSE OR SUBSTANTIALLY ALTER STREETS, SHOPKEEPERS AND OTHERS MAY CLAIM COMPENSATION FOR PECUNIARY LOSS OR DAMAGE TO PROPERTY.

ON THE SUBJECT OF COMPENSATION FOR LOSSES CAUSED BY SUBSTANTIAL STREET WORKS, THE SPOKESMAN ADDED, PROVISIONS UNDER THIS BILL AND THE STREETS (ALTERATION) ORDINANCE ARE IN ADVANCE OF COMPENSATION PROVISIONS FOR ANY SIMILAR NUISANCES CAUSED BY THE CONSTRUCTION OF PUBLIC WORKS IN THE UNITED KINGDOM.

IN THE PREPARATION OF THE BILL, THE GOVERNMENT HAS GIVEN CAREFUL CONSIDERATION TO THE POSSIBILITY THAT IT MAY HAVE TO REFUSE APPROVAL OF BUILDING PLANS WHICH ARE INCOMPATIBLE WITH THE BUILDING OF THE RAILWAY.

IT IS HOPED THAT, WHEREVER POSSIBLE, AGREEMENT CAN BE REACHED BETWEEN THE TWO PARTIES WHICH WILL ALLOW RAILWAY CONSTRUCTION AND THE DEVELOPMENT OF PROPERTY TO GO AHEAD HAND-IN-HAND, THE SPOKESMAN SAID. THE RE-DEVELOPMENT OF THE ALEXANDRA HOUSE SITE WAS A CASE IN POINT, HE ADDED.

/BUT,

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BUT, THE SPOKESMAN CONTINUED, WHERE BUILDING AND RE-DEVELOPMENT PLANS CLASHED WITH THE REQUIREMENTS OF THE RAILWAY AND HAD TO BE REFUSED, THE TERMS OF THE MASS TRANSIT RAILWAY LAND RESUMPTION BILL WERE NO DIFFERENT FROM EXISTING PROCEDURES WHEREBY APPROVAL HAD TO BE REFUSED BECAUSE OF PUBLIC PROJECTS AND PLANS.

+HOWEVER,+ HE SAID, +UNDER THIS BILL, CERTAIN LOSSES ATTRIBUTABLE TO THE WITHDRAWAL OF APPROVAL OF BUILDING PLANS ARE ELIGIBLE FOR COMPENSATION. IN PRACTICE, THE DIRECTOR OF PUBLIC WORKS WILL ALLOW PRIVATE DEVELOPMENT TO PROCEED WHEREVER POSSIBLE WITHOUT UNNECESSARY DELAY.+

THE SPOKESMAN WENT ON, +ANOTHER FEATURE OF THE BILL IS THAT THE LANDS TRIBUNAL WILL HAVE DISCRETIONARY POWERS TO AWARD INTEREST ON AN AMOUNT OF COMPENSATION FROM THE DATE IT CONSIDERS FAIR AND JUST. THIS SHOULD RESULT IN A CLAIMANT RECEIVING INTEREST ON COMPENSATION FROM THE TIME WHEN HE LOSES THE USE OF THE LAND OR WHEN DAMAGE FIRST OCCURS.+

THE BILL ALSO SAYS THAT WHERE RESUMPTION RESULTS IN THE EXTINCTION OF ANY LEGAL RIGHT ENJOYED BY AN OWNER OF LAND THAT IS NOT ACTUALLY RESUMED, THERE CAN BE A CLAIM FOR COMPENSATION.

FINALLY, THE SPOKESMAN REITERATED, THE PURPOSE OF THE BILL IS TO PROVIDE FAIR AND JUST TERMS FOR THE ACQUISITION OF THE NECESSARY LAND FOR THE MASS TRANSIT RAILWAY AND TO CREATE THE CONDITIONS FOR THE RAILWAY TO BE BUILT.

+I WOULD EMPHASISE,+ HE CONCLUDED, +THAT MUCH OF THE LAND AND PROPERTY HAS ALREADY BEEN ACQUIRED AND THE BILL WILL ENABLE THE RAILWAY, WHICH IS AN ESSENTIAL FEATURE OF HONG KONG'S FUTURE TRANSPORT SYSTEM OF IMPORTANCE TO SO MANY PEOPLE, TO GO AHEAD WITHOUT FRUSTRATION AND DELAY.+

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**DEMERIT POINTS SYSTEM DROPPED
FROM NEW FIXED PENALTY BILL
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A NEW BILL OFFERING MOTORISTS A SIMPLE ALTERNATIVE METHOD OF PLEADING GUILTY TO CERTAIN EXISTING MOVING TRAFFIC OFFENCES IS TO BE INTRODUCED INTO THE LEGISLATIVE COUNCIL SHORTLY.

THE BILL, KNOWN AS THE FIXED PENALTY (CRIMINAL PROCEEDINGS) BILL 1974, WAS PUBLISHED IN TODAY'S GOVERNMENT GAZETTE FOR GENERAL INFORMATION.

THE ORIGINAL BILL, WHICH INCLUDED A DEMERIT POINT SYSTEM FOR CERTAIN TRAFFIC OFFENCES, WAS WITHDRAWN AS A RESULT OF PUBLIC COMMENTS ON IT.

THE NEW BILL IS LIMITED SOLELY TO A FIXED PENALTY SYSTEM AIMED AT STREAMLINING TRAFFIC OFFENCE PROCEDURES. THE NUMBER OF EXISTING OFFENCES COVERED BY THE BILL HAS BEEN CUT TO 73.

OF THESE 73 OFFENCES, THE AMOUNT OF FIXED PENALTY FOR 22 HAS ALSO BEEN REDUCED BY HALF. THE PENALTIES ARE \$50 AND \$100, EXCEPT FOR THE OFFENCE OF NOT IDENTIFYING THE DRIVER WHICH CARRIES A \$200 PENALTY.

OFFENCES STRUCK OFF THE LIST FOR FIXED PENALTIES INCLUDE CARELESS DRIVING AND FAILING TO CARRY A DRIVING LICENCE WHEN DRIVING. THE LATTER IS PROVIDED FOR IN SEPARATE AMENDING LEGISLATION AND WILL BE DEALT WITH ACCORDING TO EXISTING PROCEDURE.

COMMENTING ON THE NEW BILL, A GOVERNMENT SPOKESMAN POINTED OUT TODAY THAT IT INTRODUCES NO NEW OFFENCES.

+THE FACT IS THAT THE OFFENCES FOR WHICH A MOTORIST COULD RECEIVE A FIXED PENALTY TICKET HAVE ALL ALONG BEEN IN EXISTENCE UNDER CURRENT LAW,+ HE SAID.

NOTHING WILL BE CHANGED EITHER AS FAR AS THE EXISTING PROCEDURE OF DISCHARGING CRIMINAL LIABILITY FOR A TRAFFIC OFFENCE IS CONCERNED, THE SPOKESMAN ADDED.

HE EXPLAINED THAT THE FIXED PENALTY SYSTEM WAS SIMPLY AN ALTERNATIVE WAY OF PLEADING GUILTY TO CERTAIN OFFENCES, AND IT DID NOT IN ANY WAY WHATSOEVER DEPRIVE THE MOTORIST OF HIS PRESENT RIGHT TO HAVE HIS CASE CONTESTED IN COURT.

+THE MOTORIST CAN BY ALL MEANS OPT NOT TO PAY THE FIXED PENALTY, THUS EXERCISING HIS EXISTING PRIVILEGE TO HAVE HIS CASE DEALT WITH ACCORDING TO THE PRESENT PROCEDURE -- THAT IS, HEARD IN COURT,+ HE SAID.

/+IT WOULD

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+IT WOULD THEREFORE BE WRONG TO INTERPRET THE FIXED PENALTY SYSTEM AS AN INFRINGEMENT OF THE PRESENT RIGHTS OF A MOTORIST SINCE IT IS MERELY ANOTHER AND SIMPLER WAY FOR HIM TO DISCHARGE HIS CRIMINAL LIABILITY FOR A TRAFFIC OFFENCE.+ HE ADDED.

UNDER THE BILL, A MOTORIST WHO COMMITS CERTAIN OFFENCES MAY BE GIVEN A PRELIMINARY FIXED PENALTY TICKET ON THE SPOT. THIS WILL BE FOLLOWED BY A FORMAL DEMAND NOTICE SENT TO HIM BY POST REQUIRING PAYMENT WITHIN 21 DAYS.

IF HE FAILS TO PAY THE FIXED PENALTY WITHIN THE SPECIFIED PERIOD, A SUMMONS MAY BE SERVED ON HIM BY POST. THE BILL PROVIDES THAT COURTS CAN HEAR CASES IN THE ABSENCE OF THE DEFENDANT IF HE FAILS TO ANSWER A SUMMONS.

HOWEVER, THE DEFENDANT CAN STILL PAY THE FIXED PENALTY AFTER THE INSTITUTION OF PROCEEDINGS AGAINST HIM AS LONG AS HE PAYS NOT LATER THAN THREE DAYS BEFORE THE DATE FIXED FOR HEARING OF HIS CASE. IN THIS CASE, HE MUST ALSO PAY FIXED COSTS OF \$25.

IF THE DEFENDANT, AFTER CONVICTION, REFUSES OR FAILS TO PAY A FINE IMPOSED BY THE COURT FOLLOWING NON-PAYMENT OF A FIXED PENALTY TICKET, THE COMMISSIONER FOR TRANSPORT MUST REFUSE TO ISSUE, OR RENEW, THAT PERSON'S DRIVING LICENCE.

THE COMMISSIONER MUST ALSO REFUSE TO ISSUE OR RENEW THE LICENCE OF ANY VEHICLE OWNED BY THAT PERSON, OR REFUSE TO TRANSFER THE REGISTRATION OF ANY VEHICLE OWNED BY HIM.

THESE PROHIBITIONS, HOWEVER, WILL CEASE AS SOON AS THE DEFENDANT PAYS THE FINE OR COSTS, OR IF HE SERVES A TERM OF IMPRISONMENT FOR NON-PAYMENT, OR IF HIS CONVICTION IS QUASHED ON APPEAL.

THE BILL EMPOWERS THE COMMISSIONER OF POLICE TO WITHDRAW ANY TICKET GIVEN, AND PROVIDES FOR THE REPAYMENT OF A PENALTY PAID UNDER A WITHDRAWN NOTICE.

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INTRODUCTION OF LAMINATED DRIVING LICENCE CARDS
MOVES A STEP CLOSER

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AN AMENDING BILL TO ENABLE THE PRESENT BOOKLET TYPE OF DRIVING LICENCES TO BE GRADUALLY REPLACED BY HANDY LAMINATED LICENCE CARDS WILL BE INTRODUCED INTO THE LEGISLATIVE COUNCIL SHORTLY.

THE PROPOSED LAMINATED FORM OF DRIVING LICENCES WILL PROVE MORE CONVENIENT TO LICENCE HOLDERS AS WELL AS TO THE AUTHORITIES ADMINISTERING LICENCE RECORDS.

FOR LICENCE HOLDERS, THE LAMINATED LICENCE CARD WILL BE MORE DURABLE AND MUCH EASIER TO CARRY. IT WILL ALSO REDUCE THE CHANCES OF FRAUD AND DAMAGE.

AT THE SAME TIME, THE SCHEME WILL HELP CUT DOWN MANUAL WORK AS IT WILL BE TIED IN WITH THE COMPUTERISATION OF THE HUGE AND GROWING NUMBER OF DRIVING LICENCE RECORDS, WHICH HITHERTO HAVE BEEN MANUALLY MAINTAINED.

THE BILL, THE ROAD TRAFFIC (AMENDMENT) (NO. 2) BILL 1974, WHICH WAS GAZETTED TODAY, SEEKS TO PROVIDE CERTAIN LEGAL CHANGES THAT ARE NECESSARY FOR IMPLEMENTING THE SCHEME.

UNDER THESE CHANGES, ENDORSEMENTS AND DISQUALIFICATIONS ORDERED BY A COURT WILL BE ENTERED IN THE COMPUTERISED RECORDS AND NOT ON THE LICENCE ITSELF.

AFTER THE BILL IS PASSED INTO LAW, IT IS INTENDED THAT THE LAMINATED LICENCE CARDS WILL BE ISSUED ONLY ON INITIAL ISSUE, RENEWAL OF DRIVING LICENCES OR ON CHANGE OF PARTICULARS OF LICENCES. THERE WILL BE NO GENERAL CONVERSION OF THE BOOKLET FORM OF LICENCE TO A LAMINATED ONE. AS IT WOULD BE IMPRACTICABLE TO COPE WITH THE NUMBERS INVOLVED, IT IS NECESSARY TO STAGGER THE PROCESS OVER A PERIOD OF TIME.

A SPOKESMAN FOR THE TRANSPORT DEPARTMENT SAID TODAY: +THERE ARE OVER 450,000 DRIVING LICENCE RECORDS WHICH HAVE HITHERTO BEEN MANUALLY MAINTAINED, AND THE NEED TO COMPUTERISE THIS ENORMOUS AND GROWING NUMBER OF RECORDS HAS LONG BEEN RECOGNISED.+

HE SAID PREPARATIONS FOR COMPUTERISATION HAVE NOW BEEN COMPLETED BY THE DEPARTMENT AND THE DATA PROCESSING DIVISION.

+AS A BY-PRODUCT OF THE SYSTEM, ALL FUTURE NEW OR REPLACEMENT DRIVING LICENCES WILL BE ISSUED AS A COMPUTERISED PRINT-OUT AND LATER LAMINATED TO PREVENT FRAUD,+ HE SAID.

IN RECENT MONTHS, HE SAID, DRIVING LICENCE HOLDERS MAY HAVE ALREADY OBSERVED THAT, UPON RENEWAL OF THEIR DRIVING LICENCE, SUCH A PRINT-OUT WAS ATTACHED TO THEIR LICENCE BOOKLET. THIS IS AN INTERMEDIATE STEP READY FOR FUTURE INTRODUCTION OF THE SCHEME, HE ADDED.

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PRIORITY FOR SEVERANCE PAYMENT PROPOSED
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SEVERANCE PAYMENT WILL, UNDER TWO BILLS GAZETTED TODAY, ENJOY THE SAME PRIORITY ACCORDED TO ARREARS OF WAGES OR SALARY UP TO A MAXIMUM OF \$6,000 FOR AN EMPLOYEE IN THE EVENT OF THE BANKRUPTCY OR WINDING-UP OF THE EMPLOYER.

THE PROPOSED LEGISLATIONS, THE BANKRUPTCY (AMENDMENT) BILL 1974 AND THE COMPANIES (AMENDMENT) (NO. 2) BILL 1974 WHICH WILL BE TABLED AT THE LEGISLATIVE COUNCIL SHORTLY, ARE DESIGNED TO OFFER BETTER PROTECTION TO MANUAL AND LOWER PAID SALARIED WORKERS.

IT HAS BEEN DECIDED THAT IF IN A PARTICULAR CASE AN EMPLOYER DOES NOT HAVE ENOUGH ASSETS TO DISCHARGE ALL HIS LIABILITIES, SEVERANCE PAY SHOULD RANK EQUALLY WITH WAGES.

THE PRESENT POSITION REGARDING WAGES IS THAT PRIORITY IS ACCORDED FOR UP TO FOUR MONTHS ARREARS OF WAGES, SUBJECT TO AN OVERALL MAXIMUM OF \$6,000. THE TWO NEW BILLS WILL, THEREFORE, AFFORD THE SAME PRIORITY TREATMENT TO SEVERANCE PAYMENTS PAYABLE UNDER THE EMPLOYMENT ORDINANCE.

THESE BILLS, IN FACT, FOLLOW THE INTRODUCTION INTO THE LEGISLATIVE COUNCIL LAST WEDNESDAY (JULY 3) THE EMPLOYMENT (AMENDMENT) (NO. 2) BILL 1974 WHICH SEEKS TO PROVIDE FOR SEVERANCE PAYMENTS ON REDUNDANCY.

THE EMPLOYMENT BILL ALSO ENVISAGES THAT QUESTION AS TO THE RIGHT OF AN EMPLOYEE TO A SEVERANCE PAYMENT OR THE AMOUNT OF SUCH PAYMENT MAY BE MADE THE SUBJECT OF A CLAIM REFERRED TO THE LABOUR TRIBUNAL FOR DETERMINATION.

TO ENSURE THAT THE TRIBUNAL WILL HAVE JURISDICTION TO ENTERTAIN SUCH CLAIMS, WHICH MAY BE MADE BY AN EMPLOYEE OR AN EMPLOYER, THE SCHEDULE TO THE LABOUR TRIBUNAL ORDINANCE (CHAPTER 25) REQUIRES AMENDMENT.

IT IS PROPOSED TO EFFECT THIS AMENDMENT BY RESOLUTION OF THE LEGISLATIVE COUNCIL AFTER THE TWO NEW BILLS ARE ENACTED.

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GOVERNOR TOURS GARMENT FACTORY

THE GOVERNOR, SIR MURRAY MACLEHOSE, TODAY SAW MANUFACTURING OPERATIONS IN PROGRESS IN THE GARMENT INDUSTRY WHOSE MULTI-MILLION DOLLAR EXPORTS MAKE IT A MAJOR CONTRIBUTOR TO HONG KONG'S ECONOMY.

CONCLUDING HIS CURRENT SERIES OF FACTORY VISITS, SIR MURRAY MADE A SHOP-FLOOR TOUR OF MANDARIN TEXTILES LTD, 60 TO KUA WAN ROAD, HUNG HON, WHERE 400 WORKERS ARE EMPLOYED ON MAKING FASHION GARMENTS FOR WOMEN, MOSTLY FOR EXPORT.

HONG KONG'S GARMENT INDUSTRY, COMPRISING OVER 4000 FACTORIES, ACCOUNTS FOR 38 PER CENT OF OUR TOTAL DOMESTIC EXPORTS, AND 31 PER CENT OF THE INDUSTRIAL LABOUR FORCE.

IT CURRENTLY EMPLOYS ABOUT 170,000 WORKERS, PRODUCING A WIDE VARIETY OF QUALITY ITEMS. GARMENTS ACCOUNT FOR 76 PER CENT OF THE TOTAL EXPORTS OF THE TEXTILE INDUSTRY, WHICH NETTED MORE THAN \$7,453 MILLION IN EXPORT EARNINGS LAST YEAR — AN INCREASE OF 20 PER CENT OVER 1972.

THE UNITED STATES HAS CONSISTENTLY BEEN THE LARGEST OVERSEAS MARKET FOR HONG KONG'S GARMENT EXPORTS, ACCOUNTING FOR MORE THAN 30 PER CENT LAST YEAR. OTHER MAJOR MARKETS INCLUDE BRITAIN, THE FEDERAL REPUBLIC OF GERMANY AND JAPAN.

THE GOVERNOR WAS SHOWN ROUND THE MANDARIN FACTORY BY THE FIRM'S CHAIRMAN, MR. RONALD BRAND, AND THE GENERAL MANAGER, MR. E.J. VECCHIOTTI. SIR MURRAY WAS ACCOMPANIED BY MR. JIMMY MCCREGOR, DEPUTY DIRECTOR OF COMMERCE AND INDUSTRY, AND MR. KEN YEUNG, PRINCIPAL TRADE OFFICER, INDUSTRIAL DEVELOPMENT BRANCH.

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**SIR ALBERT RODRIGUES AND SIR DOUGLAS CLAQUE
TO RETAIN +HONOURABLE+ TITLE**

HER MAJESTY THE QUEEN HAS GRANTED PERMISSION FOR SIR ALBERT RODRIGUES AND SIR DOUGLAS CLAQUE TO RETAIN THE TITLE OF +HONOURABLE+ ON THEIR RETIREMENT FROM THE EXECUTIVE COUNCIL.

THE APPROVAL WAS ANNOUNCED IN A NOTICE PUBLISHED IN THE GAZETTE TODAY.

SIR ALBERT HAD SERVED THE COUNCIL FOR 15 YEARS WHILE SIR DOUGLAS FOR 13 YEARS. BOTH RETIRED FROM THE COUNCIL AT THE END OF LAST MONTH.

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TEXTILE TALKS WITH CANADA
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A FOUR-MAN HONG KONG DELEGATION HEADED BY MR. LAWRENCE MILLS, DEPUTY DIRECTOR OF COMMERCE AND INDUSTRY, LEFT FOR OTTAWA TODAY TO HOLD TEXTILE NEGOTIATIONS WITH THE CANADIAN GOVERNMENT.

CANADA AT PRESENT IMPOSES RESTRAINTS ON A NUMBER OF TEXTILE PRODUCTS EXPORTED FROM HONG KONG.

THE NEGOTIATIONS ARE BEING HELD SO THAT THESE RESTRAINTS CAN BE RE-EXAMINED IN THE LIGHT OF THE NEW ARRANGEMENT COVERING INTERNATIONAL TRADE IN TEXTILES, WHICH REQUIRES HONG KONG TO RENEGOTIATE ALL ITS EXISTING TEXTILE AGREEMENTS.

THE THREE OTHER MEMBERS OF THE HONG KONG DELEGATION ARE MR. JOHN ROBERTS, MR. PETER KIANG AND MR. NICHOLAS YEK WHO ARE ENGAGED ON COMMERCIAL RELATIONS AND QUOTA CONTROL WORK IN THE COMMERCE AND INDUSTRY DEPARTMENT.

MR. PETER TSAO, AN ASSISTANT DIRECTOR OF COMMERCE AND INDUSTRY, ALSO LEFT TODAY FOR GENEVA TO ATTEND A MEETING CONVENED BY THE GATT (GENERAL AGREEMENT ON TARIFFS AND TRADE) ON TEXTILE MATTERS OF INTEREST TO HONG KONG.

HE WILL BE PRESENT AT A MEETING OF THE TECHNICAL GROUP OF THE GATT TEXTILE COMMITTEE. THE PURPOSE OF THE MEETING IS TO DISCUSS WAYS IN WHICH INFORMATION RELATING TO INTERNATIONAL TRADE IN TEXTILES SHOULD BE ASSEMBLED BY PARTICIPATING COUNTRIES FOR COLLATION BY THE GATT SECRETARIAT AND CONSIDERATION BY THE TEXTILE COMMITTEE.

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REFRESHER COURSE FOR MUSIC TEACHERS
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A ONE-DAY REFRESHER COURSE FOR 350 PRIMARY SCHOOL MUSIC TEACHERS WILL BE HELD IN THE LECTURE THEATRE OF THE GRANTHAM COLLEGE OF EDUCATION IN GASCOIGNE ROAD TOMORROW (SATURDAY).

THE TEACHERS WILL BE INTRODUCED TO THE COURSE BY MR. JOHN DUNN, PRINCIPAL INSPECTOR (MUSIC), EDUCATION DEPARTMENT.

CLASSMADE INSTRUMENTS -- SUCH AS XYLOPHONES, PIPES AND DRUMS -- WILL BE ON DISPLAY AND THEIR USE DEMONSTRATED BY A GROUP OF CHILDREN.

THESE INSTRUMENTS WERE MADE BY MUSIC TEACHERS DURING TWO WORKSHOPS LAST MONTH.

NOTE TO EDITORS: YOU ARE INVITED TO HAVE THE COURSE COVERED. THE COURSE BEGINS AT 9.30 A.M. TOMORROW BUT THE ACTUAL TIME OF DEMONSTRATION OF THE INSTRUMENTS IS AT 10 A.M.

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CONSUMER ADVISORY SERVICE

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THE FOLLOWING PRICES WERE REALISED TODAY (FRIDAY) AT SALE UNDER THE RICE CONTROL SCHEME AND AT THE VEGETABLE MARKETING ORGANISATION WHOLESALE MARKET AND THE FISH MARKETING ORGANISATION WHOLESALE MARKET AT CHEUNG SHA WAN, KOULOON:

SUPPLIES AND WHOLESALE PRICES OF RICE

<u>GRADE OF RICE</u>	<u>AVAILABILITY OF SUPPLY</u>	<u>WHOLESALE PRICE (\$/CATTY) CODE</u>
<u>CHINA RICE</u>		
SEE MEU		
- OLD CROP	--	--
- NEW CROP	GOOD	2.12
S.C.JIEN		
- OLD CROP	--	--
- NEW CROP	GOOD	1.98
PO NGAI	--	--
CHU CHO	--	--
<u>THAI RICE</u>		
100% WHOLE	--	--
10-15% BROKENS	GOOD	1.87
A1 SUPER EXTRA	GOOD	1.77
A1 SUPER	GOOD	1.57
WHOLE GLUTINOUS	GOOD	1.82
U.S. RICE	GOOD	1.87
<u>AUSTRALIAN RICE</u>	GOOD	1.84
<u>PAKISTAN RICE</u>	--	--
<u>TAIWAN RICE</u>	--	--

SUPPLIES AND WHOLESALE PRICES OF SWINE

(CALL SOURCES)

AVAILABILITY OF SUPPLY	-	NORMAL
WHOLESALE PRICES OF PORK (\$/PICUL-LIVE WEIGHT)	-	310 (AVERAGE)

/SUPPLIES AND

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SUPPLIES AND WHOLESALE PRICES OF MARINE FISH

(FMO CHEUNG SHA WAN WHOLESALE FISH MARKET)

SPECIES	AVAILABILITY OF SUPPLY	WHOLESALE PRICE (\$/CATTY)		
		HIGH	LOW	MODE
GOLDEN THREAD	GOOD	3.40	2.00	2.80
BIG-EYES	GOOD	2.50	0.70	1.70
SQUID	LIMITED	7.00	2.50	5.30
HAIR-TAILS	NORMAL	1.80	0.70	1.30
LIZARD FISHES	NORMAL	2.50	1.20	1.80
CROAKERS	LIMITED	1.70	0.80	1.20
CONGER-PIKE-EELS	LIMITED	1.80	1.20	1.50
MELON COAT	--	-	-	-
BREAMS	LIMITED	4.80	3.00	4.00
YELLOW BELLY	GOOD	1.80	0.50	1.30
MACKERELS	NORMAL	3.50	2.80	3.30
RED GOAT FISH	LIMITED	0.80	0.40	0.60
FORK-TAIL	--	-	-	-
HORSE-HEAD	GOOD	4.50	2.50	3.50
MELON SEED	GOOD	2.30	0.80	1.50
POMFRETS	--	-	-	-
GARROUPAS	NORMAL	7.50	5.00	6.50
YELLOW CROAKER	SCARCE	6.00	5.20	5.50

SUPPLIES AND WHOLESALE PRICES OF LOCALLY PRODUCED VEGETABLES

(V.M.O. CHEUNG SHA WAN WHOLESALE VEGETABLE MARKET)

TYPE OF VEGETABLE	AVAILABILITY OF SUPPLY	WHOLESALE PRICE (\$/CATTY)		
		HIGH	LOW	MODE
FLOWERING CABBAGE	SCARCE	2.50	0.80	1.50
WHITE CABBAGE	SCARCE	2.40	0.50	1.60
CHINESE LETTUCE	SCARCE	2.00	1.00	1.50
WATER SPINACH	NORMAL	1.00	0.20	0.60
CHINESE KALE	SCARCE	2.00	0.80	1.50
STRING BEANS	SCARCE	3.00	0.80	2.20
SPRING ONION	GOOD	1.00	0.20	0.60
SPINACH	--	-	-	-
WATER CRESS	SCARCE	2.60	1.00	1.80
LEAF MUSTARD CABBAGE	LIMITED	2.00	0.60	0.80
CHINESE SPINACH	NORMAL	1.20	0.50	0.80
TOMATO	SCARCE	2.60	1.20	2.00

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