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CONVENTION FOR LIMITING THE MANUFACTURE AND  
REGULATING THE DISTRIBUTION OF NARCOTIC DRUGS OF 13 JULY 1931  
AS AMENDED BY THE PROTOCOL OF 11 DECEMBER 1946

CANADA

SEIZURE OF 169 KILOGRAMMES 190.2 GRAMMES OF RAW OPIUM  
MADE AT VANCOUVER, B.C. ON 9 OCTOBER 1947

Supplementary Report No. 38 (a) Communicated by the Government of Canada on  
16 December 1947

Note by the Secretary-General

In accordance with Article 23 of the Convention for limiting the  
Manufacture and regulating the Distribution of Narcotic Drugs of  
13 July 1931, as amended by the Protocol of 11 December 1946, the  
Secretary-General has the honour to communicate the following report  
on the above-mentioned seizure to the Members of the United Nations and  
to the other parties to the Convention.

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/DEPARTMENT

DEPARTMENT OF NATIONAL HEALTH AND WELFARE

1. Name of person or persons implicated: Two Chinese Sailors
2. Date of Seizure: October 9, 1947
3. Place of Seizure: Vancouver, B.C.
4. Kind and quantity of drug seized: Raw Opium: 373 pounds (169 kilogrammes 190.2 grammes)
5. Act and Section under which charged:
6. Result of Prosecution:
  - (a) Date sentenced:
  - (b) Where sentenced:
  - (c) Sentence:
7. REMARKS:

The most important Opium seizure on the North American Continent in many years occurred at Vancouver, B.C., on October 9th, 1947, when 373 pounds (169 kilogrammes 190.2 grammes) of raw opium was discovered on the Netherlands tanker, Motor Vessel "MANOERAN". Circumstances surrounding this large seizure are outlined below.

The vessel had been in Burrard Dry Dock for refit for about a week. Local workmen had dismantled Numbers 1, 2, 3 and 4 Winches and begin working on No. 5 Port Crane on the after deck. (It might be stated that these Winches are a feature encountered only on Dutch vessels. There are six of them and each is mounted on a steel platform measuring approximately 14" x 4' x 4' and are welded to the deck). Upon opening an inspection port in the corner of No. 5 Winch the entire crane platform was observed to be filled with parcels. Federal Police authorities were immediately called to the ship. Removal of all inspection plates at No. 5 Winch uncovered a large number of bundles weighing approximately 163 pounds (73 kilogrammes 935.4 grammes) of what proved to be a good grade of crude opium, containing very little foreign matter, of Indian origin. The inspection plates of the remaining Winch, No. 6, were removed and a second cache containing 208 pounds (94 kilogrammes 346.7 grammes) of opium was discovered. Further search of the ship failed to disclose any more contraband opium.

The opium seized was in various sizes, shapes and weights, on the average being in one and a quarter pound lots, poorly wrapped in tissue paper, and, in some instances, in newspaper or brown wrapping paper. This type and weight is similar to the bundles of opium recently seized on the Dutch vessel S.S. "MAPIA" in Seattle, Washington. Some of the newspapers are listed below:

"Star of India": - issue of October 4, 1946 (published in Calcutta)

"Morning News" : - issue of April 19th, 1947 (Calcutta)

/"Sunday Statesman":

"Sunday Statesman": - issue of April 20th, 1947

"The Statesman": - issue of April 22, 1947 (Calcutta & Delhi)

A check of the ship's log indicated that the "MANOERAN" arrived at Calcutta, India, on May 23rd, 1947, sailing from that port on June 21st, 1947, for Vancouver, with cargo and stock, via the following ports:

Surabaya, Java  
Honolulu  
San Pedro, California  
Los Angeles, California  
San Francisco, California  
Vancouver, B.C.

It was learned from the Ship's Agents that the "MANOERAN" on leaving Vancouver for South Africa would make calls at various ports on the American Pacific Seaboard, being due to arrive at Los Angeles on or about December 1st, 1947. (This information has already been communicated to the U.S.A. authorities). Here are some of the ports of call in South Africa:

Capetown  
Port Elizabeth  
East London  
Durban  
Lourenco Marques

The question of ascertaining, if possible, the party or parties responsible for the illegal transportation of the opium received careful investigation. As a result, it is the considered opinion of the investigating officers that the Ship's Officers (18 - all Dutch) are not in any way involved, and that enquiries to date indicate that the only members of the crew involved are two Chinese - WONG YING LUN, a fitter and OU ON, a carpenter. On board ship, these Chinamen are quartered in a cabin (shared jointly) in the after deck house, immediately back of the two cranes under which the opium was found. It seems reasonable to presume, therefore, especially in view of the incriminating contents of correspondence confiscated, that one or both Chinamen are implicated, either as a principal or as an escort for the consignment. They were both sent ashore separately, under escort, to Police Headquarters where both were questioned at length, and although there is no doubt but what they are involved, in some way, to date there is no direct evidence to warrant prosecution under the Opium and Narcotic Drug Act; they have both been released. (The "MANOERAN" sailed from the Port of Vancouver at 5.00 p.m., on November 8th, 1947 for South Africa, calling at American Ports, as previously stated: the two Chinese suspects are still members of the crew).

/However,

However, examination of the correspondence did reveal some interesting facts. One letter found in WONG's possession was addressed to "UNCLE JACK MAN"; this person is believed to be identical with one "CHIN JACK MAN", a suspected large scale trafficker stated to be residing at 415 1/2 7th Avenue South, Seattle, Washington, U.S.A. Other evidence points to the fact that the two suspects exchanged correspondence in regard to the disposal of the opium shipment with the undermentioned:

LIU MON, 3/1 Blackburn Lane, Calcutta

WONG YING KOW, 3/3 Tiretta Bazar Street, Calcutta.

PO CHUN, SZE HOP, 30 Blackburn Street, Calcutta.

(Investigation in Calcutta is under way).

Other facts uncovered would indicate that the opium was placed on board ship in Calcutta shortly before June 21st 1947, and that it was consigned by a Chinese trafficker in that city to one LEE DART SING, of New York, (said to be a very prominent Chinese in New York's Chinatown). Apparently, the original intention of the conspirators was for CHIN JACK MAN ("Uncle Jack Man") to take delivery from WONG YING LUN; the opium would then be transported to LEE DART in New York. This seems quite feasible as the amount seized was too large for any individual or group to handle in Vancouver, and with knowledge of a refit coming up it is more than probable that had the shipment been destined for the Port of Vancouver attempts would have been made to remove it prior to the workmen boarding the ship. It would appear, therefore, that the original arrangements of the traffickers went awry, and although a search of the vessel at a couple of American ports before it reached Vancouver failed to reveal the presence of the opium cache, it is only fair to point out that the opium could not have been found without removing the plates from the winches, and these were welded to the platforms. And it was only due to the fact that local workmen were engaged by the Company's Canadian Shipping Agents to carry out some necessary and important repair work (ordered by LLOYD's) that the cache came to light.

Had this large shipment of contraband opium reached the underworld, the huge profits that would have accrued to the criminal traffickers can well be imagined when it is known that at about time of seizure opium was selling on the streets of Vancouver, B.C. and Toronto, Ontario, at from \$8.00 (U.S.A. \$8.00) to \$10.00 (U.S.A. \$10.00) a deck of approximately two grains (.13 grammes) (437.5 grains to the ounce (28.4 grammes)). And a short time ago a pound of raw opium which had been smuggled ashore from a ship in the Montreal, P.Q., Harbour, was offered for the sum of \$350.00 (U.S.A. \$350) on the West Coast the price varied from \$550.00 (U.S.A. \$550) to \$700.00 (U.S.A. \$700) a pound in the illicit traffic.

/While the

While the "MANOERAN" is "owned" by the Netherlands Steamship Company of Amsterdam, Holland, the ship "belongs to" the Silver and Java Pacific Line, which is a combination of several Dutch Steamship Companies. The Company's shipping agents in Canada, Messrs. Dingwall, Cotts & Co., of Vancouver, B.C., have been made aware of the seriousness with which the Canadian Government views this illegal transportation of contraband opium, and it has been pointed out to them that had the seizure been made at a port in the United States of America, a fine of \$25.00 (U.S.A. \$25) an ounce of material would have been assessed against the vessel, amounting in all to approximately \$150,000.00 (U.S.A. \$150,000) They were also informed that the owners could consider themselves indeed fortunate that no such action was taken by the Canadian authorities.

The international aspects of this seizure are immense and the closest attention is being given to the matter by all authorities in any way involved.

/signed/ K. C. Hossick  
(K.C. Hossick)

Chief, Narcotic Division.

JS/JC

Ottawa, Ontario,

8 December 1947

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