

Second.—The Master left Hongkong on the 7th instant, in fine weather bound to Shanghai, and when near the Cape of Good Hope, finding the Barometer was going down and the weather looking threatening, he very properly endeavoured to get round the Cape in order to obtain shelter in Namao Straits. As he was unable to do this he placed the ship's head off shore and "laid to" as well as the weather would permit him. At this time it was blowing a violent Typhoon which drove the vessel to the South Westward until she neared Chelang Point. From 9 A.M. of the 8th, until the land was made at midnight of the same day, the ship strained and laboured heavily taking Seas in over all and making water in her bottom and sides. The ship was anchored at Chelang Point, but the water in her gained so rapidly on them (the fires having been previously put out by it) that the ship was observed to be sinking. A considerable portion of the Cargo was thrown overboard to lighten the ship, but with no visible effect. She was finally abandoned at 6.15 P.M. of the 9th, and she sunk at about 8 o'clock the same evening.

We fully acquit the Master, JOHN MATTHEW JAMES, and his Officers and Crew, of any blame in this matter.

The Court have much pleasure in testifying to the skill and energy displayed by the Captain under most trying circumstances.

The Court cannot separate without expressing their strong disapprobation of the exposed manner in which the hatchways leading to the Engines and Boilers of the *Genkai* were fitted. The only protection against the weather was from a deck house, a portion of which was washed away in the early part of the storm, the result being that a large quantity of water found its way into the Hold through these uncovered places.

Given under our hands at Hongkong, this 20th September, 1867.

E. W. GOODLAKE,

Police Magistrate.

H. G. THOMSETT,

Harbor Master.

R. B. PARR,

Justice of the Peace.

A. OVERBURY, } *Masters, Mercantile*

J. M. GILLSON, } *Marine.*

I entirely agree with the Finding of the Court and consider the testimony borne by its Members of the "skill and energy" displayed by Mr. J. M. JAMES, late Master of the *Genkai*, to be thoroughly deserved. I have much pleasure also in observing that the Evidence proves his exertions throughout to have been willingly and ably seconded by his Officers and Crew.

I cannot pass, without special remark, the humane treatment and protection which the shipwrecked Master, Passengers and Crew experienced at the hands of the Mandarin CHO-KIN-KUM, and I shall take steps to have a communication on the subject transmitted to the Vice-Roy of the Two Kwang.

RICHARD GRAVES MACDONNELL,
Governor.

21st September, 1867.

GOVERNMENT NOTIFICATION.

Owners of Tenements assessed to the Police, Lighting and Water Rates are informed that the Rates are payable *in advance*, during and within the Month of October, for the last Quarter of the present Year.

After the 31st October all Rates not paid are recoverable through the Court of Summary Jurisdiction with Costs and Interest.

Rate Payers are further informed that all Receipts in payment of Local Taxes must,—to be valid,—be signed by the Treasurer and Accountant Mr. C. H. HORDEN;—no other Parties being authorized to sign Treasury Receipts.

FREDK. FORTH,
Colonial Treasurer.

Colonial Treasury, Victoria, Hongkong, 21st September, 1867.

NOTICE.

The Harbor Master, by direction of His Excellency The GOVERNOR, will be prepared to receive Tenders, to Monday the 30th September, for the purchase of the Hulk *Royal Saxon*.

The *Royal Saxon* has three decks and is copper fastened; she was newly metallled in 1863.

The Government does not bind itself to accept the highest or any Tender.

H. G. THOMSETT,
Harbor Master, &c.

Harbor Master's Office, Hongkong, 21st September, 1867.

NOTICE.

Consignees and Masters of Ships are hereby informed that, after the 15th proximo, the Boundary, North of which Vessels shall not anchor, is as follows:—

Kellett's Island bearing E. by S. $\frac{1}{2}$ S.

All Ships to be properly moored with 35 fathoms chain (East and West.)

The passage between the North Boundary of Men-of-War anchorage and the Kowloon Peninsula is to be kept clear.

The Mail Steamers to moor near the *Fort William*, but South of her.

Steamers and Vessels not having any definite employment will still remain on the North side.

H. G. THOMSETT,
Harbor Master, &c.

Harbor Master's Office, Hongkong, 13th September, 1867.