

3.—To INDIA.—By P. & O. and Indian Mail packet only. A declaration of Contents and Value is required. The form is supplied free.

4.—To GERMANY.—Parcels must be sealed, and the net weight of the contents, as well as the gross weight of the parcel must be entered on the declaration.

5.—GENERAL RULES.—Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination. Dangerous or perishable goods, opium, articles likely to injure the mails, liquids (unless securely packed) and fragile packages are prohibited. No Parcel must exceed \$250 in value. A Parcel may contain a letter to the same address as that of the Parcel itself (except in cases where the enclosure of letters is prohibited) or another Parcel to that address, but no other enclosure.

GENERAL POST OFFICE,

HONGKONG, 24th April, 1886.

GOVERNMENT NOTIFICATION.—No. 139.

It is hereby notified that HENRY GEORGE THOMSETT, Esquire, R.N., Harbour Master, Marine Magistrate, &c., has returned to the Colony, and resumed the duties of his Office.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th April, 1886.

GOVERNMENT NOTIFICATION.—No. 140.

The following finding of a Marine Court, appointed to enquire into the stranding of the British Steam-ship *Venetia*, is published for general information.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th April, 1886.

FINDING.

We find that the British Steam-ship *Venetia*, Official No. 68,388, WILLIAM EDWARD LAWRENCE CLEMENT, Master, whose Certificate of Competency is No. 81,541 of London, left Kobe on the 26th March, 1886, on a voyage to Yokohama; having on board as Pilot, WILLIAM SHERARD DAVISON engaged by the Peninsular and Oriental Steam Navigation Company for service in their vessels, and who holds a Licence issued by the Japanese Government.

That at about 10.40 p.m., the same day, the *Venetia* stranded on Isaki Reef near Cape Tenabé.

That after jettisoning a quantity of cargo, the ship was got off at about 1.20 p.m., on the 29th March, and the ship not having apparently received serious damage, and not making any water, the Master proceeded on his voyage to Yokohama, where she arrived on the 30th March.

We are of opinion that the Casualty was brought about by an improper Course being steered after passing Himonasaki Point in determining which, the error of the Compass was wrongly applied by the Pilot, in whose charge the Master had left the ship.

The Court after due deliberation finds that the Master committed an error in that he, having regard to the attending circumstances, omitted to verify the Course set by the Pilot, and had he done this, the Casualty would have been avoided; but seeing that there was a Licensed Pilot in charge, in whom he considered he might depend, we do not consider that this amounts to a wrongful act or default, and the Court therefore do not deal with his Certificate, which is therefore returned to him.

Given under our hands at Hongkong, this 19th day of April, 1886.

R. MURRAY RUMSEY, *Ret. Com., R.N., and*
President of Court.

GEORGE S. KEIGWIN, *Navigating Lieutenant, R.N.*

THOMAS L. DAVIES, *Master British Steamer Taisang.*

S. M. ORR, *Master British Steamer Angerton.*