

GOVERNMENT NOTIFICATION.—No. 340.

The following return from Mr. A. HUMPHREYS, Jr., of the quantity of Spirits distilled by the China Sugar Refining Company, Limited, is published for general information.

Proof Gallons.

Spirits manufactured during the quarter ended 27th August, 1886,51,960.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th September, 1886.

GOVERNMENT NOTIFICATION.—No. 341.

The following Finding of the Marine Court, held on the 30th ultimo, to enquire into the loss of British Steam-ship *Madras*, Official No. 70,626, HENRY PLENGE, Master, whose Certificate of competency is 29,952, is published for general information.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th September, 1886.

FINDING.

1. We find that the British Steam-ship *Madras*, Official No. 70,626 of London, 1,097 tons register, with a full cargo of Coals for Hongkong, of which ship, HENRY PLENGE, number of whose Certificate of Competency is 29,952 was Master, became a total wreck on the 15th August, at 2.15 P.M. on a rock in the Bay within the west side of the Tai Chow Islands.

2. We find that the ship experienced a severe typhoon on the 12th and 13th August, causing great loss of boats, &c., and the ship was hove to, the wheel chains carried away but were secured; the Chief Mate, Mr. KEATING, receiving severe injuries. On the morning of the 15th, the weather was more moderate. It was then found that the ship was making water, and that the pumps and bilges were choked with small coals. The Captain determined to put into the Tai Chow Islands, and steered for them. The vessel was anchored off the west side of Northern Tai Chow Island, but remained there only 10 minutes, as the anchorage was not considered a safe one. The vessel weighed made for the regular anchorage, but struck on a rock, said to be near the place on the Chart indicating good anchorage.

We are of opinion that Captain PLENGE and the Carpenter (EDWARD ENGBLOM) were washed aboard and drowned.

4. In the absence of the Captain, and the Chief Mate's injuries having incapacitated him from performing his duties, the Court has not had sufficiently good evidence to enable them to arrive at a satisfactory conclusion as to the exact position of the rock on which the *Madras* struck, nor are the courses the ship is said to have been steered very reliable. The evidence, however, bears out the fact that Captain PLENGE was navigating his ship in a careful and seamanlike manner, and the Court regret they can come to no other conclusion than they have, as regards the Captain's and Carpenter's safety.

5. The Masters of the Chinese Steamer *Ching Tung*, and of the British Steam-ship *Taku*, gave most ready and valuable assistance, and are deserving of all praise.

Given under our hands at Hongkong, this 30th day of August, 1886.

H. G. THOMSETT, R.N., *Stipendiary Magistrate.*
GEORGE S. KEIGWIN, *Navigating Lieutenant, R.N.*
J. A. THOMPSON,
T. ROWIN, } *Masters of the Mercantile Marine.*
F. GRANDIN.