

GOVERNMENT NOTIFICATION.—No. 502.

His Excellency the Governor has been pleased to appoint Dr. JAMES CANTLIE to be a Member of the Medical Board, and Honorary Secretary to the Board, in the room of Dr. HARTIGAN, absent on leave.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th November, 1887.

GOVERNMENT NOTIFICATION.—No. 503.

It is hereby notified that the following Ordinance has received Her Majesty's confirmation and allowance, viz.:—

Ordinance No. 23 of 1887.—*An Ordinance to amend Ordinance No. 16 of 1887.*

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd December, 1887.

GOVERNMENT NOTIFICATION.—No. 504.

The following Finding of the Marine Court, held on the 28th ultimo, to enquire into the loss of the British Steam-ship *Killarney*, Official No. 65,876, JAMES O'NEILL, Master, whose Certificate of Competency is 10,234, of Liverpool, is published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd December, 1887.

FINDING.

We find that the British Steam-ship *Killarney*, Official No. 65,876, of which JAMES O'NEILL, number of whose Certificate of Competency is 10,234, of Liverpool, was Master, was lying in Iloilo Roads on the night of the 14th November.

That while so lying, she was run into by the British Steam-ship *Crusader*, Official No. 63,856, of which JOHN OGSTON, number of whose Certificate of Competency is 91,133, of Liverpool, is Master, and was thereby sunk.

That a proper watch was being kept on board the *Killarney*, and that her anchor light was burning brightly at the time of the collision.

That the conditions did not admit of any steps being taken on board the *Killarney* to avert the collision.

The evidence before the Court consists solely of that of the Officers and others of the *Killarney*. The Master and Officers of the *Crusader* were served with notices to attend this enquiry, but the Master declined to do so, and we conclude that he also prevented his Officers.

After hearing this evidence, we are of opinion that, after the collision, proper steps were taken by the Master for the safety of his Crew, and that the ship sinking so rapidly prevented anything being done towards saving her.

We find that no blame can be attached to the Master or Crew of the *Killarney*.

Given under our hands at Hongkong, this Twenty-eighth day of November, 1887.

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

J. BUCKNER, *Staff Commander, R.N.*

M. COULTER,
T. L. DAVIES,
J. METCALFE, } *Masters of the Mercantile Marine.*