

No. 149.—His Excellency the Governor has been pleased to re-appoint, under section 9 of Ordinance No. 9 of 1911, the Honourable Mr. CLAUD SEVERN, C.M.G., LL.D., to be Chairman of the Licensing Board for a further term of three years, with effect from the 1st February, 1921.

7th April, 1921.

No. 150.—With reference to Government Notification No. 116 of the 18th March, 1921, it is hereby notified that no nomination having been received, His Excellency the Governor, under the powers conferred on him by section 2 (6) of Ordinance No. 6 of 1920, has been pleased to appoint Mr. ARCHIBALD ORR LANG to act as a Member of the Licensing Board during the absence from the Colony of Mr. MOWBRAY STAFFORD NORTHCOTE.

7th April, 1921.

No. 151.—His Excellency the Officer Administering the Government has been pleased to appoint Mr. EDWARD DUDLEY CORSCADEN WOLFE to act as Colonial Secretary, with effect from this date.

8th April, 1921.

No. 152.—His Excellency the Officer Administering the Government has been pleased to appoint Lieutenant NORMAN LESLIE HAMMOND, R.E., to be his Aide-de-Camp, with effect from this date.

8th April, 1921.

No. 153.—His Excellency the Officer Administering the Government has been pleased to appoint Mr. ROLAND ARTHUR CHARLIE NORTH to act as his Private Secretary, in addition to his other duties, with effect from this date.

8th April, 1921.

No. 154.—His Excellency the Officer Administering the Government has been pleased to appoint Mr. THOMAS HENRY KING, Deputy Superintendent of Police, to act as Captain Superintendent of Police, Mr. CECIL GRAHAM PERDUE, Assistant Superintendent, to act as Deputy Superintendent of Police, and Mr. JAMES KERR, Chief Inspector, to act as an Assistant Superintendent of Police, with effect from this date.

8th April, 1921.

NOTICES.

No. 155.

Order under section 91b of the Public Health and Buildings Ordinance, 1903, Ordinance No. 1 of 1903, made by the Governor on the 7th day of April, 1921.

WHEREAS I, Sir REGINALD EDWARD STUBBS, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, deem it expedient for the execution of a public purpose to remove all graves from a certain piece or portion of ground situate on Mount Davis and coloured red on a certain plan dated the 6th day of April, 1921; and signed by the Director of Public Works (which said plan may be inspected at the Office of the Colonial Secretary within 8 days from the date hereof) NOW I by this Order under my hand by virtue of the power in that behalf vested in me by section 91b of the Public Health and Buildings Ordinance, 1903, and of all other powers me thereunto enabling DO HEREBY ORDER AND DIRECT that the said graves be removed to the satisfaction of the Director of Public Works by the Tung Wa Hospital and that the remains removed from such graves be re-interred or disposed of in such manner as the Secretary for Chinese Affairs in

consultation with the Head of the Sanitary Department and the Board of Directors of the Tung Wa Hospital shall think fit and that all reasonable expenses in connection with such removal, re-interment and disposal shall be defrayed out of the public revenue of the Colony.

Given under my hand this 7th day of April, 1921.

R. E. STUBBS,
Governor.

GOVERNMENT HOUSE,
HONGKONG.

COLONIAL SECRETARY'S DEPARTMENT.

No. 156.—The following firm has been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919, Ordinance No. 1 of 1919:—

In continuation of Government Notification No. 74 dated the 25th February, 1921.

Kwong Wing Hing.

No. 157.—The following Finding of the Marine Court of Enquiry held on the 31st March, 1921, to enquire into the circumstances in connection with the stranding of the British Steamship *Hong Wan I*, is published for general information.

FINDING.

We find that the British S.S. *Hong Wan I*, Official No. 73866 of Singapore, of which J. S. LIDDELL (Certificate of Competency No. 477, New Zealand) was Master, left Amoy with cargo and passengers at 5.15 p.m. on January 28th, 1921, *en route* for Swatow.

On January 29th, at 3.20 a.m., the Good Hope Cape Light was sighted bearing N. 83° W., and course was then altered to N. 83° W. At 4.5 a.m. Green Island was sighted on the starboard bow, and the course was altered to place Green Island one point on the port bow, and speed reduced to six knots. It was then observed that ship was making considerable leeway. Port helm was ordered and the ship struck the Shoals Eastward of Green Island. Engines were put astern and the ship floated after a few minutes, but owing to her making water fast, the Master decided to beach the ship, which he did in the Bay to the West of Green Island where she still remains. The Court is of opinion that the stranding of the ship was entirely due to the careless navigation of the Master, in view of the fact that no attempt was made by him to keep Good Hope Cape Light on a safe bearing which simple procedure would have averted the casualty.

In view of this fact, the Court orders the Master, Mr. J. S. LIDDELL's certificate to be suspended for two years, but grant him a First Mate's certificate during that time.

Given under our hands at Victoria, in the Colony of Hongkong, this Thirty-first day of March, 1921.

(Signed) CONWAY HAKE, Lieutenant, R.N.R.,
Stipendiary Magistrate and President of the Court.

„ W. R. M. WYNNE, Lieut.-Commander, R.N.R.,
H.M.S. Ambrose.

„ A. J. HOSKEN,
Master, British S.S. Monteagle.

„ E. D. BLACKBURN,
China Navigation Co.

„ M. COURTNEY,
Master, British S.S. Chaksang.