

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.