

THE

Hongkong



Government

GAZETTE.

NEW SERIES.

VICTORIA, SATURDAY, 12TH JANUARY, 1856.

VOL. I. No. 28.

GOVERNMENT NOTIFICATION.

The Contract for publishing this Gazette, entered into on the 24th September, 1853, was terminated on the 30th ultimo; and notice is hereby given, that a New Series of this Gazette will be published hereafter, to commence from the 7th instant, under a New Contract, and that

"THE HONGKONG GOVERNMENT GAZETTE"

will, as before, be the only Official Organ for PROCLAMATIONS, NOTIFICATIONS, and PUBLIC PAPERS, of this Government.

By Order,

W. T. MERCER, Colonial Secretary.

Colonial Secretary's Office, Victoria, Hongkong, 2d July, 1855.

GOVERNMENT NOTIFICATION.

Diplomatic Department.

His Excellency SIR JOHN BOWRING, Chief Superintendent of British Trade in China, has directed that the following Sailing Directions for the Straits of Sangar, with remarks on the Passage inside the Gouto Islands, the Asses' Ears Islands, and Pallas Rocks, furnished by John Richards, Esq., R.N., Commanding H. M. Schooner Saracen, be published for general information.

By Order,

W. WOODGATE.

Superintendency of Trade, Victoria, Hongkong, 2d January, 1856.

SAILING DIRECTIONS FOR THE STRAITS OF SANGAR.

Approaching the Straits of Sangar from the S.W.— The Bittern Rocks lie W. by S. about 16 miles from Cape Gamaley. The largest of the group lies to the S.W., in Lat. 40.31 N., Long. 139.31 E.; it is about 12 feet high, and in size and appearance resembles the hull of a ship about 200 tons. The smaller rock is about 6 feet high, and lies from this E.N.E. about a cable and a half. There is also a third rock awash to the S.E. of these two, and forming nearly an equilateral triangle with them. They appear steep to; we got no bottom with 130 fms. at the distance of a mile and a quarter to the Westward of them.

The land about Cape Gamaley is moderately elevated and level. The coast between it and Cape Greig is low and sandy. The entrance to Sasagota Bay (of Krusenstern's Chart) I found to be very narrow, and barred right across, with only just sufficient depth to admit junks at high water. The bay itself appears to be nothing more than a large shallow lagoon; its entrance lies about six miles to the Southward of Cape Greig. Between Sasagota and Cape Greig the coast is very low and sandy, but safe of approach, having regular soundings, and very fair anchorage in North Easterly winds.

Cape Greig is in Lat. 41.8.30 N., Long. 140.17.30 E.; it is remarkable from its peculiar form, and as the commencement of the high land extending to Cape Sangar. The outer part of the cape presents a cliffy bluff, whose flat apex is 770 feet above the sea level, from whence the land descends to the Eastward. There are no dangers near, and the cape itself is almost as steep as a wall. We got soundings in 85 fms. W. by S. 5 1/2 miles from it; 40 fms. will be found within a mile of it, and 22 fms. at two cables.

Cape Sangar bears from Cape Greig N. 31 E. 8 1/2 miles. The bay between contains much foul ground, but may nevertheless be useful to vessels kept out of the Straits by Easterly gales. The depth of this bay is very foul; the best anchorage is about 1 1/2 mile to the Northward of it (or about one-third the distance from Cape Greig to Cape Sangar,) in 12 fms., 2/3 of a mile from the shore.

Cape Sangar is in Lat. 41.16.20 N., Long. 140.22.45 E. The extremity of the cape is a bluff of 362 feet, from whence the land rises to the height of 2200 feet at the distance of 4 miles inland; there is also a large rock of 300 feet high at the distance of two cables N.E. of the bluff, connected to the cape by a low neck of

sand and stones. On a N.W. and S.E. bearing, this rock makes like an island at high water.

The cape is steep to, but the strong eddies near it render it unadvisable to approach nearer than a mile. Cape Sangar to Gun Cliff is S. 74 E. 9 1/4 miles. In the bay between these points, and off the Town of Memoyah, about half a mile from the shore, in 8 fms. will be found capital anchorage, indged the best in the Straits next to Hakodadi. A little to the Southward of the town there is a fine stream of delicious water, very convenient for embarking rapidly. Wood is also abundant; several large junks were loading with timber at the time of our visit, and the beach was covered with squared logs of Beech, Cypress, and Pine.

The Gun Cliff is steep to; it is about 200 feet high, and has a battery of six guns on its apex. There is also a remarkable black rocky cliff 2/3 of a mile to the Westward.

After rounding this point, the approach to the shore is less steep, and bottom will be found in 30 to 40 fms. right across to the opposite coast of the peninsula of Nambu, the nearest point of which is distant five miles. From the South point of the West coast of Nambu to Cape Toriwisaki the coast is nearly straight, a steep cliffy shore, with very deep water close to. The cliffs along this line are coloured with the most brilliant and varied tints: like the entire coast of the Strait, they are of basaltic formation. Among the most remarkable are the "Red Cliffs," towering to the height of 1600 feet, and plainly visible on the opposite shore of the strait; they are 17 miles to the Southward of Cape Toriwisaki. Proceeding North,—at the distance of eight miles South of Cape Toriwisaki are two very remarkable pointed cliffs resembling horns, forming a Double-head, which I named "Double-head" accordingly. Nearly 2 miles S.W. from Double-head is a rock 42 feet high, and North about three cables from this, is a rock awash at low water. Between Double-head and the low island off Cape Toriwisaki the ground is generally foul over 10 fms. depth.

Cape Toriwisaki is a low tapering point, off which at the distance of a cable lies a small island elevated only 40 feet at its highest point; this I named "Low Island." The ground all round Low Island and Cape Toriwisaki is very foul, except to the N.E., where a vessel may anchor to wait a tide in 13 fms., with the centre of low island bearing S.W. by S. distant about a mile. This anchorage will be very useful to vessels approaching Hakodadi from the Eastward, particularly during the light South Westerly winds common to the Straits during the summer months. There is a "tide race" near the full and change of the moon three miles North of Low Island, and with a N.E. swell very heavy overfalls. On such occasions care ought to be taken to give this spot a berth.

There is a clear channel between the Race and Low Island. From Low Island to the Eastward the coast is foul for about three miles; after which the shore may be approached closely. There is a remarkable red cliff, shewing well to the Westward, 10 1/2 miles from Low Island. The land in this neighbourhood may be further recognized by a high sharp bluff two miles to the Westward of the Red Cliff, and a high round bluff two miles to the Eastward.

From the latter bluff the coast is very low to within four miles of Cape Nambu, where it rises to 1265 feet, and descends again towards the cape in a gentle slope, making like an island at a distance. The Red Cliff is 15 miles from Cape Nambu; between these points there is good anchorage, but the best will be found on the Western side of the bay, just about off where the high and low land meets on

the coast line, with the round bluff bearing W.N.W. 2 miles, in 15 fms.

Cape Nambu is in Lat. 41.26.30 N. Long. 141.29.20. The land near it is about 70 feet high, and level for a mile, after which it rises with a regular swell to the height of 1263 feet. Off the cape, at the distance of three cables, there is a white rock 70 feet high and  $\frac{1}{4}$  of a cable in diameter. There is also another rock, rather larger, two miles within the cape, at a cable's length from the shore. The coast within four miles of the cape is studded with rocks of minor dimensions, and the ground altogether foul.

Cape Esanne is in Lat. 41.28.10 N. Long. 141.12.30; it is a steep cliff of about 600 feet; the volcano immediately above the cape is 1935 feet. The west side of this mountain is covered with patches of sulphur, having the appearance of snow at a distance. It was frequently capped with a light cloud of steam, but not otherwise active during our stay in the strait. A ship might anchor in the large bay about two miles west of Cape Esanne, but further to the Westward. I should recommend using a stream or kedge when unable to make way against the tide. From Cape Esanne to Cone Island it is S. 57 W.  $8\frac{1}{2}$  miles. Foul point is  $2\frac{1}{2}$  miles to the Eastward of Cone Island—it is low, and has a dangerous reef extending from it for the distance of two cables. The land in the immediate neighbourhood of Cone Island is high and clifty, and the approach very steep and safe; there is however a dangerous low point one mile to the Westward.

Cape Blunt is in Lat. 41.42.40 N., Long. 140.59.50 E.; from the cape, Cone Island bears N. 86 E.  $2\frac{1}{2}$  miles.

Hakodadi Head N. 78 W. 12 miles, and Low Island S. 19 W. 9  $\frac{1}{2}$  miles (which is the narrowest part of the strait.) This cape is very steep to, and the N.E. current frequently runs with greater force close to the rocks than out in the stream. The apex of the bluff immediately above the cape is elevated 1022 feet; from this spot the high land ranges in towards the Saddle Mountain. The coast for about seven miles to the Westward is a level plain of about an average elevation of 200 or 300 feet; beyond seven miles, it descends to the low beach connecting the high land of Hakodadi with the main.

The peak of the isolated mountain of Hakodadi is elevated 1131 feet above the sea level, and is in Lat. 41.45.35 N., Long. 140.44.9 E.; it is very steep and precipitous, and perfectly safe of approach: at a distance it appears like an island. Mussel Point is  $4\frac{1}{2}$  miles due West from Hakodadi Head, the coast in the neighbourhood is an uniform plain, elevated about 300 feet, rising gradually inland; the sea face clifty, but generally covered with green scrubby bushes; except in two places within the bay, where large white cliffs stand boldly out and form landmarks visible 15 miles (to the S.E.) There is a reef off Mussel Point extending nearly two cables; it is very steep to, and ought not to be approached nearer than 2 cables. Cape Saraki lies S.W.  $4\frac{1}{2}$  from Mussel Point; the coast between is very level, but fringed with rocks, and requires care in approaching. To the Westward of Saraki the coast is very low, with a fine sandy beach quite safe of approach, and good clean ground for anchorage to within three miles of Cape Tsjuka.

Cape Tsjuka is in Lat. 41.31.45 N., Long. 140.27.10 E.; it bears S.S.W. 11 miles from Cape Saraki, and N. 56 E. 12 from Cape Nadiejda; it is a very high clifty point, and may be further known by three rocks that run  $\frac{1}{4}$  mile from a point situated one mile to the Eastward of it; the outer rock of the three is of a conical form and 70 feet high. The land to the Westward for four miles is high and clifty; about half way between the cape and the end of the cliffs there are two waterfalls. In the bight of the bay between Capes Tsjuka and Nadiejda vessels may stop a tide; but a Southerly wind on the Western tide sends in a cross swell, for which reason I would not advise running far into the bight. A good anchoring position is in 15 to 20 fms., with the Southern white cliff bearing West about a mile.

Cape Nadiejda is in Lat. 41.24.40 N., Long. 140.14.30 E.—a high bluff similar to Cape Blunt, but not so safe of approach. The coast, for more than a mile on each side of the cape, has numerous rocks (generally above water) fringing it, some of which run off to the distance of nearly two cables, but I am not aware of the existence of any dangers "under water" extending beyond the above distance. From Cape Nadiejda to Cape Matsmai it is N. 76 W. five miles. The bay between these points is very rocky, excepting off the east end of the city of Matsmai, where good anchorage will be found at the distance of half a mile from the shore in 12 fms. This anchorage is of course unsafe in Southerly winds.

During the months of June, July, and August, I found a constant N.E. current setting through the middle part of the strait. The breadth of this current varied considerably according to the state of the wind and weather; before and during a N.E. wind, its strength was much diminished, but with the wind from the opposite quarter, it would expand and fill up two-thirds of the entire channel against the strength of the Western tide. The tide in the stream runs about 12 hours each way near the full and change of the moon, and there are only two regular tides by the shore in 24 hours.

The flood or Eastern stream makes at Cape Sangar at 6.30 A.M., on full and change days; at 7 o'clock at Cape Tsjuka, and at 7.30 at Cape Toriwisaki. The Western stream commences about 12 hours later. The turn of the stream takes place  $1\frac{1}{2}$  hour later every day.

The prevailing winds during our stay were from the South, with much very fine clear weather. We had the wind less frequently from the N.W. than any other quarter. Dense fogs prevailed during the months of May and June; after that period they were comparatively rare.

The winds in shifting usually followed the course of the sun; after a few days light Southerly wind and fine weather, it freshened and veered to the Westward, accompanied by fine clear and cold weather; at N.W. it usually died away, or flew round suddenly to the Eastward; in the latter case it was always followed by a dense fog or a gale—the weather getting fine again as the wind veered to the Southward.

Vessels approaching the Strait of Sangar during foggy weather, should guard against being carried by the current to the Northward past the entrance. Should the weather be clear when nearing Cape Gamaley, it may be as well to sight it; but if doubtful, shape a course (allowing for the probable current) straight for Cape Greig.

Should a fog come on suddenly when nearing the cape, recollect that the coast is clear and sandy, and the soundings regular to the Southward, but rocky and foul with irregular soundings to the Northward of it. The cape itself is steep to, and, standing out prominently from the coast line, forms the best landmark in the neighbourhood. No particular directions are required in passing through this strait to the Eastward, as there are no hidden dangers, and the North Easterly current will always be found strongest in the middle of the stream. A vessel bound to Hakodadi in thick weather should, after passing Cape Sangar, endeavour to make Cape Tsjuka and proceed from thence to Mussel Point, or, giving Cape Tsjuka a berth, feel her way up into the bay between it and Cape Saraki by the lead, and anchor till the weather clears.

Approaching the Strait of Sangar from the Eastward, steer for Cape Nambu, and endeavour to make it on a N.W. bearing. Do not pass the cape at a great distance (a mile is sufficient), and after passing it, haul in a little to avoid the current, and you will be able to anchor should it fall calm. In this case, by keeping this shore close aboard, you may probably be able to "drift" up to Low Island (off C. Toriwisaki) with the Western stream, when the N.E. current is running like a mill-stream in the middle of the channel.

At the anchorage off Low Island, you must wait a favourable chance of getting across. During the summer months, the winds are frequently light from the South Westward for a considerable period, and I have observed that it generally freshens a little when the Western stream makes—this is the right time to weigh. Pass half a mile or so off Low Island; and in crossing the current, take care not to be set to leeward of Hakodadi.

Positions in the Straits of Sangar.

	Latitude.	Longitude.
Cape Greig, ... ..	41. 8.30 N.	140.17.30 E.
Kosina Peak, ... ..	41.22.15	139.51.38
Cape Sangar, ... ..	41.16.20	140.22.45
Cape Matsmai, ... ..	41.25.30	140. 2.00
Cape Tsjuka, ... ..	41.31.45	140.27.10
Gun Cliff, ... ..	41.14.30	140.34.45
Cape Nadiejda, ... ..	41.24.40	140.14.30
Hakodadi Peak, ... ..	41.45.35	140.44. 9
Kamida (Obs. spot), ... ..	41.47. 8	140.45.37
Low Island, ... ..	41.33.30	140.56.20
Cape Blunt, ... ..	41.42.40	140.59.50
Cape Esanne, ... ..	41.48.10	141.12.30
Cape Nambu, ... ..	41.26.30	141.29.20

Magnetic Bearings and Distances in the Strait of Sangar.

	Bearing.	Distance.
Cape Greig to Kosima, ... ..	N. 53 W. 23 $\frac{1}{2}$ miles.	
" C. Matsmai, ... ..	N. 20 W. 18 $\frac{1}{2}$ "	
" C. Nadiejda, ... ..	N. 6 W. 16 "	
" C. Sangar, ... ..	N. 31 E. 8 $\frac{1}{2}$ "	
Cape Sangar to Kosima, ... ..	N. 73 W. 23 $\frac{1}{2}$ "	
" C. Nadiejda, ... ..	N. 35 W. 10 $\frac{1}{2}$ "	
" C. Tsjuka Pyd., ... ..	N. 17 E. 16 $\frac{1}{2}$ "	
" Mussel Point, ... ..	N. 25 E. 30 $\frac{1}{2}$ "	
" Low Island, ... ..	N. 58 E. 30 $\frac{1}{2}$ "	
" Gun Cliff, ... ..	N. 74 E. 9 $\frac{1}{2}$ "	
Cape Nadiejda to Kosima, ... ..	S. 85 W. 17 "	
" C. Matsmai, ... ..	N. 76 W. 5 "	
" C. Tsjuka, ... ..	N. 56 E. 12 "	
Cape Tsjuka to Mussel Point, ... ..	N. 35 E. 12 $\frac{1}{2}$ "	
" Hakodadi Head, ... ..	N. 47 E. 17 "	
Cape Blunt to Hakodadi Head, ... ..	N. 78 W. 11 $\frac{1}{2}$ "	
" Low Island, ... ..	S. 19 W. 9 $\frac{1}{2}$ "	
" C. Nambu, ... ..	S. 51 E. 27 $\frac{1}{2}$ "	
" Cone Island, ... ..	N. 86 E. 2 $\frac{1}{2}$ "	
Cone Island to C. Esanne, ... ..	N. 57 E. 8 $\frac{1}{2}$ "	
Low Island to Hakodadi Head, ... ..	N. 38 W. 14 $\frac{1}{2}$ "	
" C. Esanne, ... ..	N. 43 E. 19 "	
" C. Nambu, ... ..	S. 71 E. 25 $\frac{1}{2}$ "	
Cape Nambu to C. Esanne, ... ..	N. 27 W. 25 "	
" C. Blunt, ... ..	N. 51 W. 27 $\frac{1}{2}$ "	
" Hakodadi Head, ... ..	N. 59 W. 38 $\frac{1}{2}$ "	
" Low Island, ... ..	N. 71 W. 25 $\frac{1}{2}$ "	
" Red Cliff, ... ..	N. 81 W. 15 $\frac{1}{2}$ "	

SAILING DIRECTIONS FOR HAKODADI.

The following directions for Hakodadi are very nearly the same as given by Commodore Perry, U.S.N.

This spacious and beautiful bay, which for accessibility and safety is one of the finest in the world, lies on the North side of the Straits of Sangar, which separates the Japanese islands of Nippon and Yesso and about midway between Cape Siraja Saki or Nambu, the N.E. point of Nippon and the city of Matsmai. It bears from the cape N.W. by W.  $\frac{1}{4}$  W. distant about 40 miles, and is about four miles wide at the entrance and 5 miles deep.

The harbour of Hakodadi is the South Easterly arm of the bay, and is completely sheltered, with regular soundings, and excellent holding ground. It is formed by a bold-peaked promontory standing well out from the high land of the main, with which it is connected

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of the sun; it freshened ear and cold suddenly to by a dense and veered to gy weather, Northward bearing Cape Greig. pe, recollect regular to the things to the ing out prom n the neigh- ing through ous, and the n the middle ck weather Cape Tsjuka pe Tsjuka a e Saraki by rd, steer for bearing. Do t), and after will be able g this shore. Low Island N.E. current el, a favourable s, the winds considerable little when igh. Pass- urrent, take

*Longitude.*  
140.17.30 E  
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140.22.45  
140. 8.00  
140.27.10  
140.34.45  
140.14.30  
140.44. 9  
140.45.37  
140.56.20  
140.59.50  
141.12.30  
141.29.20

*Distance.*  
W. 23 1/2 miles  
W. 18 1/2  
W. 16 1/2  
E. 8 1/2  
W. 23 1/2  
W. 10 1/2  
E. 16 1/2  
E. 30 1/2  
E. 30 1/2  
E. 9 1/2  
W. 17 1/2  
W. 5  
E. 12  
E. 12 1/2  
E. 17 1/2  
W. 11 1/2  
W. 9 1/2  
E. 27 1/2  
E. 2 1/2  
E. 8 1/2  
W. 14 1/2  
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by a low sandy isthmus; and, appearing in the distance as an island, may be readily recognized.

The town is situated on the North East slope of this promontory, facing the harbour, and contains about 6,000 inhabitants.

Approaching from the Eastward, after passing Cape Suwo Kubo (named on our chart Cape Blunt,) which is a conspicuous headland 12 miles E. by S. from the town, the junks at anchor in the harbour will be visible over the low isthmus.

*For entering the Harbour.*

Rounding the promontory of Hakodadi and giving it a berth of a mile, to avoid the calms under the high land, steer for the sharp peak of Komaga daki, bearing about North until the East peak of the Saddle, bearing about N.E. by N., opens to the Westward of the round knob on the side of the mountain; then haul up to the Northward and Eastward keeping them open until the centre of the sand-hills on the isthmus bears S.E. by E. 1/4 E. (which may be recognized by the dark knobs upon them.) This will clear a spit which makes out from the Western point of the town in a N.N.W. direction two-thirds of a mile; then bring the sand-hills a point on the port bow, and stand in until the Western point of the town bears S.W. 1/2 W., when you will have the best berth with 5 1/2 or 6 fms. water. If it is desirable to get nearer in, haul up a little to the Eastward of South for the low rocky peak which will be just visible over the sloping ridge to the Southward and Eastward of the town. A vessel of moderate draught may approach within a quarter of a mile of Tsuki point, where there is a building-yard for junks. This portion of the harbour, however, is generally crowded with vessels of this description; and unless the want of repairs or some other cause renders a close berth necessary, it is better to remain outside.

If the Peak or Saddle is obscured by clouds or fog,—after doubling the promontory, steer N. by E. 1/4 E. until the sand-hills are brought upon the bearing above given, when proceed as there directed.

A short distance from the tail of the spit is a detached sand-bank with 3 1/2 fms. on it, the outer edge of which is marked by a White spar-buoy. Between this and the spit there is a narrow channel with five and six fathoms water. Vessels may pass on either side of the buoy, but it is most prudent to go to the Northward of it.

Should the wind fail before reaching the harbour, there is a good anchorage in the outer roads in from 25 to 10 fms.

In foggy weather, a vessel may feel her way into the harbour by the lead, by keeping along the North side of the bay. The North bank off the town is very steep, and requires great care in approaching.

H. W., F., and Change, 5 hours; Rise, 3.5.

*Straits of Sangar.*

Proceeding from Hakodadi to the Westward against S.W. winds, keep well inside Cape Tsjuka; and if unable to get round that point, anchor with the stream or kedg about two miles to the Eastward, sitting under weigh again when the next Western tide makes. Should the wind be very light, one tide may not clear you of the strait; in this case it will be better to wait a tide to the Eastward of Cape Nadiejda, and take the whole of the following one to clear you of the strait, than run any risk of being swept into the strait again by the current. Vessels passing through the strait, particularly to the Westward, ought to have a good kedg and 150 fms. of water ready for immediate use, and must hug the land closely.

**JOHN RICHARDS,**  
*Master Commanding H. M. Schooner "Saracen."*

**SAILING DIRECTIONS FOR ASSES' EARS ISLANDS AND PALLAS ROCKS.**

The Asses Ears may be described as two small islands extending E. and S.W. nearly 4 miles, but not more than a mile in extent N.W. and S.E.

The N.E. island is nearly 1 1/2 mile long, N.E. and S.W., by 1/4 of a mile wide; it is elevated 600 feet, and nearly level at the top, with steep precipitous sides, excepting to the Southward, where there appears to be some shelter for fishing-junks, as several were observed to anchor.

The S.W. island is less than a half the size of the N.E. one, but 40 feet higher, and very craggy. Its remarkable peak most probably suggested the name of the group to its first discoverers.

The intermediate small islands and rocks are high and cliffy, the latter partaking generally of the sugar-loaf form.

The only "outlying" rocks noticed, extend due South from the Southern island for about one-third of a mile, and may be almost considered part of the main group.

The approach from the Northward is perfectly clear.

Between the Asses' Ears and the Pallas Rocks, the ground seems pretty even, and the general depth is 81 fathoms.

Inside the Peak of the Southern Asses' Ears to be in Latitude 22° 00' N. Longitude 128.25.00, E.

The Pallas Rocks are three in number; two lie close together, and the N.E. 1/4 cable from the largest, which is also the South Western of the group.

The largest does not exceed a third of a cable in diameter, and is about 60 feet high; the other two are about one-half that elevation.

They are steep too; we got soundings at the distance of a mile to the South of them in 95 Fathoms—sand and shells.

The largest rock is in Latitude 32.14.17. N. Longitude 128.13.30 W. The Peak of South Asses Ear Island bears by compass S. 39 E. 15 1/2 miles.—North extreme of N.E. island S. 51. 15 1/2 miles; the high land immediately above Cape Gotto just in sight N. 49 E. about 29 miles.

**JOHN RICHARDS,**  
*Master Commanding H. M. Schooner "Saracen."*

Although we did not survey the Channels inside the Gotto islands. As our examination went we found them perfectly safe. The

large one East of the Bonnet Rock is the best; the water is generally much smoother there than in the others; a moderate depth and good anchorage all over it.

The Middle Channel between Jenni or Yeno-sima and the Bonnet is smaller, about 3 miles wide; it was used by our squadron under Commodore Elliot in October, and the officers report very favourably of it.

The Western Channel is not so good, from the quantity of foul ground in it; it is more exposed, and the water is much deeper on the Gotto shore than near Kiusiu.

The points I have used as secondary meridians are,—  
1st, The South point of Nezuma-sima at Nagasaki, in Latitude 32.43.22 N. Longitude 129.50.36 E.

2d, West side of the island inside Port Hamilton, in Latitude 34.1.23 N. Longitude 127.20.32 E.

3d, Kamida Creek entrance, Hakodadi, in Latitude 41.47.08 Longitude 140. 45. 37 E.

*Note.*—As there is much difference in the Longitude of these places as given by different navigators, not two of whom agree, any ship with good Chronometers making a short run from Hongkong to or between any of these points, would confer a great benefit on navigation, by accurately measuring the Meridian distances, and transmitting them to the Hydrographer.

**JOHN RICHARDS,**  
*Master Commanding H. M. Schooner "Saracen."*  
True Copies,  
**W. WOODGATE.**

**GOVERNMENT NOTIFICATION.**

It is hereby notified, that the Rents due for the current Half-year are payable on and after the 25th instant.

By Order,  
**R. RIENAECKER,**  
*Colonial Treasurer.*  
Colonial Treasury, Victoria, Hongkong,  
18th December, 1855.

**No. 6. GOVERNMENT NOTIFICATION.**

The following Extracts from a Despatch received by His Excellency The Governor from One of Her Majesty's Principal Secretaries of State, are published for general information:

"I have to acknowledge your Despatch No. 82 of the 14th June last, transmitting a Correspondence which had taken place between yourself and the Bishop of Victoria, on the subject of the Proclamation of a Day of general Fast and Humiliation.

"I approve of the conduct which you pursued in refusing, without Instructions from Her Majesty's Government, to proclaim a Public Fast."

"The Proclamation of a Fast"

"is an act which, by Law, is reserved to the Sovereign of this country as Head of the Church of England;"

"and as a Fast for the Members of the Church of England cannot be ordered except by the authority of the Queen in Council, no Governor of a Colony can properly exercise an authority which is not exercised by the Sovereign except by Order in Council."

By Order,  
**W. T. MERCER,**  
*Colonial Secretary.*  
Colonial Secretary's Office, Victoria,  
Hongkong, 8th January, 1856.

**No. 7. GOVERNMENT NOTIFICATION.**

The following Return of Notes in Circulation and Specie in Reserve at the Bank of the Oriental Bank Corporation in Hongkong, is published for general information.

By Order,  
**W. T. MERCER,**  
*Colonial Secretary.*  
Colonial Secretary's Office, Victoria,  
Hongkong, 9th January, 1856.

*Account of the Average amount of Notes in Circulation at the Bank of the Oriental Bank Corporation in Hongkong for the Month ending 31st December, 1855, rendered in accordance with the Terms of Her Majesty's Royal Charter of Incorporation.*

NOTES ISSUED,.....\$153,049,  
*exclusive of the Notes of the Oriental Bank still outstanding.*  
**WM. LAMOND,**  
*Acting Sub-Manager.*  
Oriental Bank Corporation, Hongkong,  
1st January, 1856.

I hereby certify having examined the Books of the Oriental Bank Corporation, and that the Treasure exhibited corresponded in Amount with the Terms of the Royal Charter.

**R. RIENAECKER,**  
*Colonial Treasurer.*  
6th January, 1856.