

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

Longitude. 140.17.30 E. 139.51.30 140.22.45 140. 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 " 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 " W. 5 " E. 12 " E. 12 1/2 " E. 17 " W. 11 1/2 " W. 9 1/2 " E. 27 1/2 " E. 2 1/2 " E. 8 1/2 " W. 14 1/2 " E. 19 " E. 25 1/2 " W. 25 " W. 27 1/2 " W. 38 1/2 " W. 25 1/2 " W. 15 1/2 "

ADI. arly the same ity and safety of the, Strait Nippon and Nambu, the ears from the is about four- rm of the bay, and excellent tory standing t is connecte

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 use 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 kedge 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 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 kedge 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 1/2 of 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.

I made 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. 1/2 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 Yenoisima 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.

8th January, 1856.