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VICTORIA, SATURDAY, 11TH SEPTEMBER, 1869.

VOL. XV.

No. 109.

GOVERNMENT NOTIFICATION.

His Royal Highness the DUKE OF EDINBURGH is expected to arrive in this Colony some time in the first two weeks of October, and as the Governor is well aware of the desire of this Community to testify their gratification at receiving a visit from a son of the QUEEN, it is His Excellency's intention to invite all Residents to illuminate their houses between 9 P.M. and midnight, on some day to be hereafter named by proclamation. In the meantime this notice is issued to enable the needful preparations to be made.

It is also the intention of His Excellency to permit on that occasion the erection of such scaffolding or other supports for Gas fixtures, Lanterns, or Lamps, as may be sanctioned by the Surveyor General.

The Police will also be directed not to require Night Passes from Chinese conducting themselves quietly, till 12.15.

Further particulars—as may be expedient—will be hereafter published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th September, 1869.

No. 103.

GOVERNMENT NOTIFICATION.

At the request of Commodore OLIVER J. JONES, the following Hydrographic Notice is published for the information of Mariners, and others whom it may concern.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 8th September, 1869.

The following information is published for general guidance.

OLIVER J. JONES,
Commodore and Senior Officer.

Hongkong, 6th September, 1869.

H.M.S. *Princess Charlotte*, Hongkong, 6th September, 1869.

HYDROGRAPHIC NOTICE.

(China—S. E. Coast.)

ALL BEARINGS ARE MAGNETIC. NO VARIATION.

“SUWO NADA ROCK.”

The Channel between Tungki Rock and Tongmi Point, 14 miles N.E. by E. from Chelang Point, has lately been sounded up, and a shoal about 2 cables length in diameter, with 13 fathoms immediately around, discovered in the fairway.

Two or three pinnacle rocks having only 11 feet on them at Low Water Springs exist on this patch, with 8 to 9 fathoms directly alongside of them. These no doubt were the dangers upon which the steamers *Azef* and *Suvo Nada* struck, and it is strongly recommended that this passage be no longer used for purposes of navigation, as other similar dangers may exist.

These alterations affect China Sheets II and III East Coast, and on them the shoal should be fixed with the following bearings.

Tongmi Point,.....N. W. by W. $\frac{1}{4}$ W.
West extreme Tungki Rock,S. by E. $\frac{1}{4}$ E.
Siki Rock,S. W. by W.

FRANCIS J. PALMER,
Nac. Sub-Lieut.

No. 104.

GOVERNMENT NOTIFICATION.

At the request of the Government of Ceylon, the following Notice, respecting the use of the Commercial Code of Signals in that Colony, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th September, 1869.

Notice is hereby given, that from and after the 1st day of January, 1870, no Signals will be made or answered from Government Stations on shore or ships at sea except by means of the Commercial Code of Signals.

By His Excellency's Command,

HENRY T. IRVING,
Colonial Secretary.

Colonial Secretary's Office, Colombo, 16th July, 1869.

No. 105.

GOVERNMENT NOTIFICATION.

The following Hydrographic Notice is published for the information of Mariners, and others whom it may concern:—

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th September, 1869.

The information contained in this notice is to be carefully considered, to be noted in the Sailing Directions, and compared with the chart when the ship is navigating the parts to which it refers.

Hydrographic Notice.

[No. 16.]

CHINA PILOT.

NOTICE 13.

JAPAN AND CHINA.

The following information respecting some prominent dangers on the west coast of Kiusu island, Japan, and also on the navigation of the River Min, China, has been received from Commander E. W. Brooker, of H.M.S. *Sylvia*.*

(All Bearings are Magnetic. Variation, $3^{\circ} 27'$ Westerly in 1869.)

KIUSIU, WEST COAST.

Wilson Island (Kosime no Oösima).—A shoal extends to the eastward from the south-east part of this island, having 3 fathoms on the outer end at a distance of six cables.

Chi-a-saki (Katsura-saki).—A ledge of rocks extends to the southward $1\frac{1}{2}$ cables.

Hakosaki Bay.—The rocks off Siga-sima extend to the westward. The northern end of No-ko-no-sima (on the Admiralty Chart, No. 358, Nakosisima) kept well open of the south-west point of Siga-sima leads clear in. The passages to the southward of Genkai-sima, between it and the islets, have only 3 fathoms at low water.

Ellis Reef.—The reef marked 5 fathoms on the Admiralty Chart, No. 358, lying south-east of Ellis reef, has only 4 fathoms on it.

Iki Channel.—A rock, having only 8 feet at low water on it, lies three quarters of a mile south of the two outermost low flat rocks, Shimo Idzumi and Kami Idzumi, off the east coast of the large island of Iki-sima; the whole of that east coast is much encumbered by ledges of rocks, extending some distance from the shore.

Kavatsu Bay.—A bank of sand and gravel uncovers at low water, and extends 6 cables to the southward, from the south side of Hime-sima.

Yenoi-sima.—There are several rocks and shoals south of this island, the outer one bearing from the peak of the island, S. $\frac{3}{4}$ W. $3\frac{1}{2}$ miles. The passage between Yenoi-sima and Otate is clear and safe. The direction of the currents being north-west and south-east, and setting very strongly on to the islands, much caution is required when navigating this channel.

Goto Islands.—An island about 300 feet high, named Ka-sima (not shown on the charts), lies off the east coast of the Goto islands, it is about half a mile long, east and west, and 4 cables broad, and bears from the peak of Hira-sima S. 32° W. $5\frac{3}{4}$ miles. There is also a rocky islet 40 feet high, $1\frac{3}{4}$ mile S. 32° W. from Hira-sima peak.

* See Admiralty Charts, Western coasts of Kiusu and Nipon, No. 358; Harbours on the same coasts, No. 359; Inland Sea, No. 2875; Simonoseki Strait, No. 532; Nagasaki harbour, No. 2415; Kagosima harbour, No. 372; Gulf of Yedo, No. 2657; Strait of Tsugar, No. 2441; Japan, No. 2347; Kuril islands, No. 2405; also China Pilot, Chapter XII.