

Gulf of Yedo.—Rocks not shown in the chart extend from Rubicon point for a distance of about one to 2 cables. A red beacon with a globe has been erected on the shoal extending eastward from Marcy point, with the point bearing E. $\frac{3}{4}$ S., and the north-east end of Perry island S.E. $\frac{3}{4}$ S.

La Perouse Strait.—Information was received at Hakodadi, of a dangerous rock with only 8 feet water over it, lying about 9 or 10 miles northward of Refunsiri island, also of a reef awash situated 7 or 8 miles E.S.E. of Cape Soya.

Currents.—On the south coast of Nipon, in the month of March, when off Oösima and Rock islet, a current was found setting in to the eastward 67 miles in nineteen hours; also at the end of June, between Kagosima and Yokohama, a current of 149 miles in sixty-two hours was experienced, apparently running stronger when westward of Oösima.

On the east coast of Nipon, during October, when to the eastward of Cape King, the current was running to the eastward 2 miles an hour for fifteen hours, it then turned N.E. by N., decreasing its rate to little more than one mile an hour; this continued for 24 hours, when the current ceased to be felt. Off Inaboye-saki the current was running about north, a little over a mile an hour. In May, when close in to Omae-saki, steering for Cape Sima, a current running to the eastward fully a mile an hour was experienced. While off Vries island, the current set strong to the south-eastward; this same current was felt in July in the same locality.

ERRATUM IN CHINA PILOT.

Page 516, the last line, for "south-westerly" read "south-easterly."
Hydrographic Office, Admiralty, London, 8th May, 1869.

No. 106.

GOVERNMENT NOTIFICATION.

The following Notice to Mariners is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

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

The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. See Instructions, Navigation and Pilotage, p. 172.

NOTICE TO MARINERS.

[No. 40.]

China—Yang-tse River.

ALTERATION OF KINTOAN BEACON LIGHT.

Information has been received that the following alteration has been made in the Kintoan beacon light, Yang-tse river. The light is now a *flashing* light of the fifth order.

Directions.—Vessels standing in towards the south shore will lose sight of the light on a N.W. $\frac{3}{4}$ W. bearing: this is a warning to tack or keep more to the Northward.

RED AND WHITE LIGHT OF KINTOAN SMALL BEACON.

The harbour master at Shanghai has given Notice, that a light has been established in a small beacon tower on the south bank of the Yang-tse, five miles to the N.W. of Kintoan lighthouse.

The light is a fixed *red* and *white* light, red between the bearings S. by W. $\frac{1}{2}$ W. to W. by N. $\frac{1}{2}$ N., and white between the latter bearing and the south bank of the river. The red light should be seen in clear weather from a distance of about 4 miles, and the white light 6 miles.

The red light is seen towards the Block House shoal.

BEACON ON BLOCK HOUSE SHOAL.

Also, that the screw pile beacon has been replaced on the Block House shoal with the following bearings:—

Kintoan lighthouse, S. by W.
Small lighthouse, W. by N. $\frac{1}{4}$ N.

The beacon is in 6 feet water at low water springs, and the upper part of the basket is 14 feet above high water.

By Command of their Lordships,

GEO. HENRY RICHARDS,
Hydrographer.

Hydrographic Office, Admiralty, London, 22nd June, 1869.

This Notice affects the following Admiralty Charts:—Yang-tse entrance, No. 1602; Yang-tse to Nanking, No. 1480; and Heishem islands to Yang-tse, No. 1199. Also, China Lights List, No. 168.

No. 107.

GOVERNMENT NOTIFICATION.

The following Report from the Superintendent of the Hongkong Fire Brigade, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

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

No. 8.

VICTORIA, HONGKONG, 4th September, 1869.

SIR,—I have the honor to present to you for laying before His Excellency The GOVERNOR, the usual Monthly Report of the Government Fire Brigade, which on this occasion is interesting from the arrival (per ship "Neville"), safe landing, and trials, of two Steam Fire Engines manufactured by Messrs. MERRYWEATHER & SONS for the service of this Colony.

On the 20th August an Inspection of the Government Fire Brigade took place which was attended by the Chinese Volunteers and three Chinese owned Engines. The Engines, Hose, and Implements, also the personal equipment of the Firemen were found clean and in order. Each Engine was worked from the "main."

On the 19th of August, the two Steam Fire Engines were landed thro' the cordial assistance of Commodore OLIVER JONES, entirely by the powerful and effective means and appliances of H. M.'s Naval Yard, and farther Mr. BARBER and the Engineers of that Establishment superintended the unpacking, cleaning, and fitting of the Engines, also carried out a private trial of them, on the 24th August, at which His Excellency The GOVERNOR was present. The power and capability of both Engines were clearly exhibited, but necessarily somewhat impaired by some amount of rusting during the voyage.

The larger Engine which is calculated to throw one thousand gallons a minute was worked with four branches of small sized hose and one large branch equal to the four.

The smaller Engine calculated to throw five hundred gallons per minute had four branches of small sized hose, and the height to which the streams were propelled was equal to any demand in this Colony.

On the 31st August a second Inspection was held,—assembling at the "Cross Roads" and thence proceeding to the "Praya" near the Canton Steamer Wharf.

The three Chinese owned Engines were on duty at the Chinese Festival Building.

The two Government Brigade Steam Engines, and two hand Engines were present, also the Steam Engine of the "Hongkong Insurance Company." The latter got up steam in about fifteen minutes, and its exhibition of power surpassed any previous occasion of its being brought into use.

The Government large sized Steam Engine was not got into play until after a lapse of forty-five minutes, clearly showing that something required amendment.

The Government smaller sized Steam Engine threw its first stream in twenty-five minutes, and worked with ease and effect.

Two Government hand Engines were worked from the "main" and were in order.

On the 2nd September I directed a farther trial of the Government large sized Steam Engine. On this occasion eighty pounds of Steam was obtained in twenty minutes after lighting fires.

The Engine however was not got into play for ten minutes afterwards, evidently owing to the internal parts of the Machinery working harshly from corrosion. This will necessitate taking to pieces, repacking and refitting of the whole Engine, and I have applied to Commodore JONES to permit this to be done at the Royal Naval Yard under the supervision of the Engineers of that Department.

The small Steam Engine is ready for use whenever occasion requires.

I have the honor to be,

Sir,

Your most obedient Servant,

C. MAY,
Superintendent Fire Brigade.

The Honorable J. GARDINER AUSTIN,
Colonial Secretary.

Postscript.—I take the opportunity to add to the foregoing Report that, by permission of Commodore JONES, the large Steam Engine was taken to pieces and refitted under the direction of Mr. BARBER of H.M.'s Naval Yard, and upon being tried on the evening of the 8th instant, was found in good working order—40lbs. was indicated by the Steam guage in 22 minutes from the time of lighting the fire, and the Engine worked satisfactorily a few minutes afterwards. This trial showed some trifling points to be corrected, connected with repacking and cleanliness, which is now being carried out.

11th September, 1869.

C. M.

No. 108.

GOVERNMENT NOTIFICATION.

The following Account, duly certified, of the Average Amount of BANK NOTES in Circulation in Hongkong, during the Month ending 31st August, 1869, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

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

BANKS.	AVERAGE AMOUNT. •	SPECIE IN RESERVE.
Oriental Bank Corporation,.....	\$ 786,097	\$ 262,033
Chartered Mercantile Bank of India, London and China,.....	581,584	250,000
Chartered Bank of India, Australia and China,.....	341,400	115,000
Hongkong and Shanghai Banking Corporation,.....	1,165,900	800,000
TOTAL,.....\$	2,874,981	1,427,033