

No. 43.

GOVERNMENT NOTIFICATION.

The following Hydrographic Notice, is published for general information.
By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 2nd March, 1878.

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

Government of India.

HYDROGRAPHIC NOTICE.

[No. 8.]

(Superseding Hydrographic Notice No. 2 of August 1876.)

BAY OF BENGAL—BRITISH BURMA.

The following information, gathered on an inspection tour along the coast of British Burma in 1876, by Commander A. D. Taylor, F.R.G.S., late Indian Navy, Superintendent of Marine Surveys to the Government of India, is reproduced with additions and corrections.

[All Bearings are Magnetic. Variation $2^{\circ} 30' E.$ in 1878.]

MERGUI ARCHIPELAGO.*

Navigation of the Mergui Archipelago.—Between Tavoy point and Pakchan river, a distance of nearly 250 miles, there is almost completely sheltered navigation amongst the islands for steamers and small sailing craft. What may be called *the beaten track* (which will be here described) was frequented by Chinese junks long before Burma became a British possession. Of late years the vessels of the British India Steam Navigation Company have been subsidized to carry the mails from Calcutta to the various ports of British Burma, and onward to Penang. Their officers have begun to furnish notes of their experience, and may be looked upon as the pioneers of navigation in those waters, and of a regular interportal trade along the eastern side of the Bay of Bengal.

Outside Soundings.—The bank of soundings extends for some distance outside most of the islands, but has not yet been thoroughly examined; near some of them the water is deep, yet their proximity may easily be known by the lead, if kept going in the night. In passing through any of the channels, or inside the islands, a good look-out will be necessary, as some undiscovered dangers may very probably exist.

The Islands of the Mergui Archipelago extend from Tavoy island, in latitude $13^{\circ} 13' N.$, to the Seyer islands in latitude $8^{\circ} 30' N.$, and in some parts they are 70 miles off the mainland. These islands, being usually high, may be seen from 25 to 40 miles. They are covered with large trees, thick underwood difficult to penetrate, and there is scarcely an acre of level ground on any one island fit for cultivation, which may account for their having no inhabitants. A few wandering fishermen of a peculiar race, who live in their boats, are the only perennial residents of the Archipelago. Malays and a few Chinese from about Penang visit certain islands annually to collect edible birds' nests, found more or less in almost every little rocky island. Trepong or Biche de Mer (sea-slug) is an object of search, but it is scarce, there being no extensive coral shoals. The junks or *proas* from Penang and the Straits are numerous in the fine season; and doubtless, as the Commissioner of Mergui has no steamer to make inspection tours, the men of these *proas* will trespass on the rights of those who farm the collection from Government. On the beaches of several islands the marks of deer and hog were seen, also a foot-print, said to be the tiger's; but none of these animals were met with by the surveyors. The islands rest on a rocky basis, and on many of the rocks wholesome oysters abound. On Mainghy island, which lies about 23 miles westward of Mergui harbour, there is abundance of lead ore. There are many small barren rocks amongst the islands of the Archipelago, usually with deep water near them, but few hidden dangers were found by Captain Ross. However, some dangers, which will be described further on, have recently been discovered.

Winds and Weather.—The northerly or fair-weather monsoon commences at Mergui about the middle of October, at which time the wind hangs at East, occasionally blowing fresh. In December, about noon the sea-breeze sets in from N. W., veering to North about sunset, and by midnight the wind is from E.N.E. or East, at times blowing strong between sunset and 11 A.M. Therefore, by keeping near the islands, a sailing ship will get rapidly to the northward; whereas, in the offing, the wind is chiefly from N.N.E. to N.N.W. In March the sea-breezes amongst the islands set in from the southward of West, with light winds and calms in the offing; on two occasions, in February and March, the surveying vessels made but 8 or 10 miles per day, having experienced very light weather between Cabossa and cape Negrais with a drain of current to the southward. This southerly set, down the east side of the Bay of Bengal, apparently synchronizes with the northerly set along the Coromandel coast, and the easterly set at the Sandheads and past the Mutlah. In April the afternoon becomes squally with the wind at East, and much thunder and lightning amongst the islands.

The southerly or rainy monsoon sets in about the second week or middle of May, after which the Archipelago is subject to very squally weather for successive days, and a deluge of rain; the rains last till September. Judging of the weather by the log-book of the *Nearchus*, which vessel was the whole monsoon amongst the islands, it appears that one may easily beat to the southward within the islands, as she frequently experienced the wind from S. E., and had several successive days of fine weather. Chinese junks are well accustomed to this navigation amongst the islands in smooth water. Several square-rigged vessels of light draught used formerly to trade between Penang, Mergui and Tavoy, but they are rapidly being superseded by steamers; their route was usually to the eastward of St. Matthew's, Hastings islands, and up through Forrest strait to the northward, passing to the eastward of Owen islands;† when abreast the middle of Domel island, however, the passage becomes very shallow, being nearly dry all across at low-water springs, with only a narrow creek which lies through sandbanks, on the west side of the channel near the Domel shore. The best route at present known (now called *the beaten track*) passes to the westward of Domel island and Bushby.

Entering passages.—The soundings amongst the outer islands are so deficient on the Admiralty charts, that it is deemed advisable to warn navigators against adopting any of the central entrance channels from seaward except Forrest passage in latitude $11^{\circ} 5' N.$, and Investigator channel in latitude $10^{\circ} 15' N.$ If well to the northward or southward of these, it is better only to approach the mainland through the Tavoy channel, which lies between $13^{\circ} 20'$ and $13^{\circ} 30' N.$; or by passing to the south of Chance island on the parallel of $9^{\circ} 20' N.$

Recently discovered dangers.—The attention of navigators is drawn to the following dangerous reefs, because no account of them is yet given in any Books of Directions.

* See Admiralty charts:—Mergui Archipelago, No. 216 (a & b).

† Shoal water has been reported about 4 miles to north-eastward of High island, where no soundings are given on the charts.

Pollock Reef.—The British India Steam Navigation Company's steamer *Madras*, Captain Pollock, in 1875, ran in towards Pakchan river by passing between the Loughborough and Swinton islands. Here, in mid-channel, she discovered a rock above water, and a reef below water, and only narrowly escaped striking. This reef is in latitude $10^{\circ} 30' N.$ and longitude $98^{\circ} 0' E.$ The Loughborough passage should therefore be avoided.

On an old chart there is a rock marked *doubtful* about midway between Christie and Chance islands.

Richieu Rock lies about half-way from Chance island towards Kopah inlet, and, being in mid-channel, is very dangerous.

Kurrachee Rock, lying in Forrest strait, about 3 miles to east-south-east of the Gregory south-east island, is very dangerous, having 16 fathoms water close to.

Fly rock.—This sunken reef, said to break at times, lies about midway between Domel island and the north island of the 5 Sisters. From it Fly island bears S. E. by E. $\frac{1}{4} E.$, and the north-west point of Bushby S. $\frac{1}{4} E.$

All other known outlying dangers are inserted on the Admiralty Charts and fairly described in Taylor's Sailing Directory, volume 1, pages 506-12.

Tavoy River.—The entrance to this river is pretty well described in the "Sailing Directory," and with the corrected chart† a vessel may easily enter without a pilot. The edge of the shoal flat, which lies to the south of Crab island, and forms the eastern boundary of the fair western channel up Tavoy river, is marked by some fishing stakes, or traps. The British India steamers generally run up along the west side of Crab island and anchor off the Goodrich plains, and from this anchorage they communicate with Tavoy town by boat, but it is a long and tedious journey without steam. Some small coasting steamers take the passage to eastward of Crab island, and anchor near a godown and temporary jetty lately erected abreast of the new little island, which has formed during the last quarter of a century just above, and to the north-east of Crab island.

Caution.—The old sailing directions are vague; they describe the best anchorage for large ships as being "close to the uppermost bluff or rocky point," by which it is presumed they indicate the place marked by an anchor on the present and latest edition of Admiralty chart No. 835, corrected to 1867. But it has been now proved in a practical manner that no good anchorage exists there; in fact, it is dangerous ground, as the following remarks will show.

Dangerous rock.—Whilst proceeding up river on 20th December 1875, the British India Steam Navigation Company's steamer *Muhratta*, being near the position formerly indicated as the best anchorage for large ships, suddenly struck on a sunken rock, on which there is only 11 or 12 feet at low water spring tides. The vessel was considerably damaged, several plates having been ripped off, and she had to undergo an expensive docking at Calcutta.

From the rock Round hill point bears N. W. by N. $\frac{1}{4} N.$; the point next southward of Round hill S. S. W.; and the south-east extreme of Crab island trees N. N. E.

To clear this rock, when proceeding up the river, keep the Button and Reef islands just open or visible to the left of the Middle island and Grindstone, till Round hill bears N. W.; then haul up towards the west shore, passing not more than two cables off Round hill, and keeping that distance off shore, till the vessel reaches abreast of Goodrich plains.

Another rock, which has likewise been discovered by Captain Pollock, lies about $2\frac{1}{2}$ miles southward of the Goodrich plains. This river should therefore be navigated cautiously and towards high water, certainly not before half flood, as it has not yet been thoroughly examined.

The Inner Passage or Beaten Track.—The route from Tavoy to Mergui and onwards towards Kopah for steam vessels, coming from the northern ports of Burma, is to pass inside of Tavoy island, keeping about 2, or not more than 3 miles from it, to avoid the shoal water, which extends 6 miles off the mainland of Burma. The Bank Canister and Long island, on the eastern side of the fair channel, are excellent marks by day or night, and so are Iron island, the Great and Little Canisters to the westward, and King's and Plantain islands to the southward, by the bearings of which a vessel's position can be easily found. Keep on a southerly course, steering for Plantain island, till Barn island (or Jockey-cap) bears E. S. E., then steer for Madramakan peak about S. S. E. $\frac{1}{2} E.$, but when Iron island nearly touches Plantain island keep more to the south-east and stand on till the beacon at Mergui entrance are made out.

Mergui Harbour.—When steering for Mergui harbour,* keep the Little Canister in sight between Iron island and Plantain island; or, if the Canister be obscured by haze or rain, do not allow Plantain and Iron islands to close upon each other till the beacons are sighted. To enter the harbour—which may be done after the first-quarter flood, with a small vessel, but at half-flood with a large vessel—steer for the eastern beacon (these beacons are only baskets on poles) till the west beacon is in line with Madramakan hill, then head up about S. E. for the fish trap, which stands next south of the east beacon. This course will lead between the beacons, but nearer the east than the west one, in about 13 feet at low water. The shoalest water is on the inner bar (10 or 11 feet), which is further in, or about 3 or 4 cables S. E. by S. of the outer black buoy.

Anchorage.—When the whole of Mergui town is seen to the east of the outer black buoy, haul up for Mergui pagoda, and passing about one cable to the eastward of both buoys, anchor about $1\frac{1}{2}$ cables off the main pier in $3\frac{1}{2}$ fathoms (low water). Some rocks lie about $1\frac{1}{2}$ cables W. by S. from this anchorage, with only 5 feet over them at low-water springs; therefore good swinging room should be allowed for a long vessel.

Tides.—It is high water F and C at 10 hours 30 minutes. Rise and fall at high springs 19 feet; ordinary springs 17 feet; at neaps 11 or 12 feet. The tidal stream runs about 3 miles an hour off the pier at spring tides, flood to southward, ebb to northward.

Fell Passage.—The inner navigation between Mergui and Pakchan river is the southern and intricate portion of the beaten track. The inner route along the east side of King island has been named Fell passage after an island which stands at the south entrance of this narrow channel. Padau-or is a round islet which marks the northern entrance. Leaving Mergui harbour in a steamer at the first-quarter flood, steer out to the north-west, keeping Plantain island and Iron island open, or just touching each other, till Fell passage is seen well open; then gradually haul round by the westward till Padau-or island is 2 points on the port bow; keep it in that position till you see right through the Fell passage or till the east extreme of Padau-or bears S. S. W.; then starboard the helm and pass round the east side of that island about 2 cables off, altering course so as, when past the island, to head up about S. by W. and steer on that course away from Padau-or. This is to avoid the north-west extreme of the rocky shoal on which stands the islet that marks the east side of this Fell passage entrance, leaving only a narrow gut of deep water near Padau-or island. Then keep in mid-channel for a distance of 4 miles, when haul up to the south-west to pass between the first small low-level tree island and the lofty King island. The next course is more southerly to take the vessel between the first and second tree islands, as near mid-channel as possible; then, passing within a cable's length of the south-east point of the second wooded island, steer across towards the small pagoda of Pee-ay-kyoor (about a S. by W. course). Should the vessel get out of the proper track, the water will shoal to 3 fathoms, but after half flood, there will be 9 feet more than the chart shews. As the pagoda is approached, haul to the south-west to pass between Pagoc island and a little islet with a few trees on it. When abreast of the latter, one cable off, steer to pass, in mid-channel, between Pagoda island and the good-sized tree island which lies to the west of it. Afterwards haul in towards King island again keeping along it at the distance of 2 cables, till you emerge from the passage mid-way between Fell island (which is high) and the great and much loftier King island, where, in mid-channel, there are depths of 10 or 12 fathoms and upwards.

Fell island.—This is a round island, about 200 feet high, covered with trees; the channel between it and King island only about a quarter of a mile broad, but the water is very deep. There is another high, round island, standing about a mile to southwest of Fell's; it has been named Passage island, because it (rather than Fell's) stands at the very entrance of the passage. There are 4 or 5 small islets called Lah-chee, all much alike, lying to southward of Fell's island.

† See Admiralty chart, Tavoy river, No. 835. See also Sketch of Tavoy river, published by the Marine Survey Department, Calcutta.

* See Plans of Mergui harbour on Admiralty charts Nos. 218 and 706.

Bentinck route.—Passing about half a mile west of Passage island, steer towards Christmas island, about S. W. by S., so as to leave Round and Cantor's island respectively about one mile to the westward. Pass about 2 miles to the westward of Christmas island, then steer for West Passage island, between which and the little islet crowned with a tuft of trees (which is aptly called Cap and Feather) lies the fair channel to the southward.

Borrow on the West Passage island, where there are depths of 5 or 6 fathoms (low water), but towards Cap and Feather the water shoals to 3 and 2 fathoms. Pass the West Passage at not less than 2 cables' distance and the south Passage island at half a mile. From South Passage island steer S. by W. for 10 miles to clear the south end of Bentinck island, then about S. S. W. for the purpose of clearing Fly rock lying 3 miles to the north-west of Fly island. When near Maria island, steer more southerly, passing midway between Bushby island and the group called the Five Sisters. Being 3 miles to the west of Bushby island, steer to pass between High island and Sullivan's. On this course the flood stream will set to the eastward, and therefore the time of tide must be calculated and some allowance must be made for the tidal stream.

Anchorage.—On a dark rainy night of the south-west monsoon, a steamer, coming from northward, might conveniently and prudently anchor till day-break to leeward of the Great Bentinck island in 6 or 7 fathoms, or about 2 miles eastward of the South Passage island.

When going northward from Pakchan, advantage may, on similar occasions be taken of the good anchorage in Forrest strait to leeward of Sullivan's and to southward of High island, when there are depths of 7 to 9 fathoms.

Forrest Strait towards Pakchan.—The *Gregorys* are five low-level tree islands, on a white sandy base. The little North Gregory is 18 miles to the southward of High island, and a vessel should pass to the eastward of all the Gregorys.

Boyce shoal.—The British India Steam Navigation Company's steamer *Madras* passed over a small shoal (Boyce shoal), on which there were 2 fathoms (reduced to low water). It lies between Boyce hill and the main body of the Gregorys, and there is a space of little more than 2 miles between the latter and the shoal. Caution is necessary, and it is prudent to borrow towards the Gregory's.

Kurrachee rock.—This dangerous sunk rock, which is a pinnacle, with only 5 feet at lowest tide, on which the British India Steam Navigation Company's steamer of that name was totally lost in 1877, lies E. by S. $\frac{1}{2}$ S. distant $1\frac{1}{2}$ miles from the large or Eastern Gregory. There is deep water close to, 16 fathoms being found about 100 yards off.

Beyond the Kurrachee rock and the Gregorys a straight southerly run of about 25 miles puts the vessel about 2 or 3 miles to the eastward of the Five islands, from which position haul up to S. by W., or perhaps more westerly to avoid the extensive flat of sand and mud lying off the entrance to Pakchan river.

Pakchan River.—Maliwoon is a small town famous for its tin mines on the British side of this river, about 25 miles from the entrance, up a creek situated amongst the high hills of Maliwoon. The British India Steam Navigation Company's steamers carry on a monthly mail service from Rangoon, Moulmein and Mergui to this place. They sometimes go up the river, and about 5 miles up Maliwoon creek, where they are still 7 miles below the town. Sometimes they anchor off the mouth of Rehnoung creek on the Siam side, as there is some slight trade with that place.

Entrance to Pakchan river.—Coming from northward, do not shoal the water towards the flat under 7 or 8 fathoms, till the open sea is visible between Hastings island on the one side, and the islands of St. Luke and St. Matthew on the other side. Then haul round to the south-east towards Saddle island, and run in about East with a small round island just touching the sloping south extreme (angle of 45°) of Boundary island, which has a barnlike appearance, and stands nearly 2 miles seaward of Victoria island. This course leads towards Boundary island and in not less than 5 fathoms at low water. Proceeding eastward, Victoria Point (the southern reddish termination of the Maliwoon hills, on which the trees have lately been thinned and cut down) will be made out; keep it just touching the northwest tip of Victoria island, steering exactly on that line (3 fathoms at low-water springs may be had when abreast of Boundary island) till within a quarter of a mile of Victoria, when haul a little northerly to pass the island at about one cable from a small islet off its north side.

Reef.—Between Long island and Victoria island, there is a reef of rocks, which uncover only at low water, but the passage just described is fully one mile wide. There is said to be a good passage into the river to the north of these rocks, but shoal water apparently extends over 3 miles to W. S. W. of them.

Another entrance to Pakchan river is adopted by some Chinese pilots. The approach is between Spiteful rock (which is really a good-sized round island) and Harry's head, the north-west point of Saddle island; but caution is necessary, as the shoal bank westward of Spiteful rock is unexamined. Approaching from the southward, borrow on Tree island to avoid that bank. Steer from Spiteful on an easterly course to Stainer rock; when 3 cables from that rock, haul up E. N. E. for one mile, then N. E. and N. N. E. so as to pass within 2 cable lengths of Dyke's and two round islets beyond. When the east point of Victoria island is visible, steer for it and pass it also about 2 cables off; then, if bound to Rehnoung, keep away to N. E. and E. N. E., and anchor in 4 fathoms, low water, to southward of the small rocky islet as follows.

Anchorage off Rehnoung.—Having entered the river between Victoria point and island, steer to the eastward, when the mouth of the Rehnoung creek will be visible, and anchor in 4 fathoms low water, with a little rocky islet bearing N. E. by N., 2 cables distant, and Victoria point N. W. by W. $\frac{1}{4}$ W., Long island being visible through the opening of the river, and the high peak of St. Matthew's island just over the north point of Victoria island. At this anchorage the outline of the bank that dries at low-water springs will be visible to the south and south-east of the vessel. The bottom is stiff clay, good holding ground.

The southern entrance to Pakchan river and Rehnoung has been described. This route lies to the north of Saddle island, passing between it and the Spiteful rock; it then runs to the southward and eastward of Mostyn, Dyke, and Festing islands, and hauls up close along the east shore of Victoria island, where there is deep water.

Tides.—It is high water at F. and C. of the moon at the entrance of Pakchan river at 10 hours 30 minutes; the rise of tide is about 14 feet at springs, and 8 feet at neaps. The ebb tide, rushing out of the Pakchan river, splits at the north-east point of Victoria island and bifurcates to the west and to the south, both streams being rapid at spring tides in both entrance channels.

The Coast below Pakchan river is quite unexamined, and should not be approached without a pilot. Kopah river entrance was formerly supposed to be only 20 miles southward of Rehnoung, but it is double that distance. The boundary between British Burma and Siam is supposed to run through Mostyn, Saddle and De Lisle islands, but these islands and the adjacent waters are not surveyed. The Sugar loaves are good landmarks, and the Round or Funnel mountain on the mainland, which 18 miles southward of Rehnoung, is a magnificent peak.

Richelieu rock.—This is a danger recently discovered by Captain A. De Richelieu, of the Siamese Royal Navy; it lies 5 miles due west from Hayes' island. The discovery of such a rock points to the necessity of navigating these waters with the greatest caution.

Kopah River, in the province called Muang Takūapah, belongs to Siam, and is becoming of importance on account of trade; its position was not shewn on any chart until the year 1876. The river has two entrances, the northern being that for the south-west monsoon, but during the fine season a great saving of time and fuel may be made by adopting the southern entrance. This latter was made mention of in Horsburgh's Directory as Bangri, properly Bang-ye, which is the name of a town inside the Quoin hill. Several small junks trade between Kopah, Junkseylon, and Penang.

North Entrance.—To enter Kopah river from the north, give Hayes island a good wide berth by keeping at least $2\frac{1}{2}$ miles off, on account of off-lying reefs. Then steer straight in for the north-east point of Kopah head on about a S. E. course. The extreme north-east low point of the head is composed of casuarina trees on a sandy point. Pass round this point about one cable off, and then haul up S. by W. for the next, or the east prominent Bluff point of the head. Without a chart or pilot a steamer could not go up Kopah river, but even a stranger, with the aid of the sketch* of this river, may feel his way up at half tide. This has been done by the enterprising commanders of the British India Steam Navigation Company.

South Entrance.—The southern entrance of Kopah river has not less than 13 feet at lowest spring tides, and is safe for small steamers during the north-east monsoon. It would not be prudent to attempt to enter during the southwest monsoon. The passage is between two sandbanks, which are nearly covered at high-water springs. The course in is about E. by N. $\frac{1}{2}$ N., or with the low casuarina tree point (which extends westward from the Quoin) on with the first south notch of River hill. Inside the bar the water deepens to 5 and 6 fathoms.

Kopah or Takuapah town.—This place lies about 20 miles up the river which winds away to the southward nearly parallel to the coast line, and has another small mouth about 10 miles below Bang-ye. The town is famous for its tin mines, which the Raja profitably works. The land about Kopah and to the north is very mountainous and undulating, and is seen a long way from seaward. Pia Sima, the highest mountain, about 10 miles to eastward of Kopah head, culminating in 3 peaks of nearly equal elevation, is upwards of 3,500 feet above the sea.

The steamer anchorage inside the river is in about 5 fathoms, nearly 5 miles E. S. E. from the south or Bang-ye entrance.

The Coast to the southward of Kopah runs nearly due south for 25 miles to the entrance of Bagatae river. Besides the circular reef, with a white sand patch on it, situated 5 miles S. S. W. from Bang-ye entrance and noted on the old charts, there is a reef stretching about 2 miles off a point called Lem Krang-jai, which is 16 miles southward of Bang-ye.

Cape Dolphin, or Lem Thom-job, a prominent and moderately elevated point of the coast, in about latitude $8^{\circ} 32' N.$, forms the west or left bank of the river Bagatae, the entrance of which is about 3 miles northward of the cape; inside this and behind the cape there is apparently sheltered anchorage in 5 fathoms. Near the town of Bagatae, which is up a creek, and about 10 miles from the anchorage, there are tin mines.

Below cape Dolphin, the coast of the Siamese province of Takuatung trends about S. by E. for 23 miles to Pak-prah, the little strait that separates Junkseylon from the mainland. It seems safe not to approach this coast within 3 miles, as it has been only cursorily examined.

The many outlying islands below Pakchan river—extending to the Seyers group, which are in about the same latitude as cape Dolphin—render it easy to fix a ship's position both by night and day.

Marine Survey Department, Calcutta, January 1878.

* See Sketch of Kopah Inlet, published by the Marine Survey Department, Calcutta.

NOTICE.

Owners of Tenements who have not paid their Rates in respect of the First Quarter of 1878, are requested to do so before the 7th instant, as after that date application will be made to the Supreme Court for the recovery of arrears.

CECIL C. SMITH,
Colonial Treasurer.

Colonial Treasury, Hongkong, 1st March, 1878.

No. 40.

GOVERNMENT NOTIFICATION.

Applications will be received here for the Office of Shroff and Chinese Clerk at the Magistracy up till Monday the 11th March.

The selected candidate will be required to enter into a bond with a surety or sureties to the amount of \$1,000.

The Salary of the Office is \$30 per month.

For further particulars apply to the Magistrates.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 20th February, 1878.

No. 32.

GOVERNMENT NOTIFICATION.

Applications will be received at this Office for the appointment of Fourth Master at the Central School during the absence on leave of the Head Master, Mr. STEWART.

Salary \$120 per month and an Allowance of \$30 per month for House Rent.

Applications to be addressed to the Office of the undersigned.

For further particulars, apply to F. STEWART, Esquire, Head Master Central School.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 15th February, 1878.