

Chagos Archipelago where no soundings can be obtained within half a mile,) it should be an invariable rule, in the calculation of a Ship's true position, to make allowance for a more than ordinary set of the current, and when at all doubtful where he really is, every Navigator should haul off and give Rocks and Shoals a very wide berth.

If these instructions are carefully attended to, and if Commanders of Ships are furnished with good and well regulated Chronometers, and well adjusted instruments, and always insist upon a vigilant look out by day and night, there can be no fear of such disastrous results as have too frequently sullied the reputation of the Mercantile Marine.

The foregoing remarks and observations apply with equal force to the Navigation of Seas adjacent to the Maldive and Chagos Archipelago where many Vessel have been wrecked either through an

† The Ship "*Banker's Daughter*" of 1,121 tons from Melbourne to Bombay was totally wrecked on a reef near the Male Atoll on the 30th December 1853—Crew saved.

The Ship "*Hosannah*" of 480 tons from Bombay to Mauritius was also wrecked in the same vicinity on the 10th of February 1854—Crew saved.

error in their reckoning or in consequence of their being navigated by old and imperfect Charts. And the Ships named in the margin† were very recently lost on the Western edge of the Maldivas. The whole of these remarkable and dangerous Islets and Shoals were surveyed by Captain Moresby in 1828—1834 and 1837, and Charts have been published of each group.

Commanders should, therefore, provide themselves with the most recent and correct Edition of those Charts and the last Edition of Horsburgh's East India Directory which contains much new and valuable information.

N.B.—The Longitude of the Islands and dangers, herein given, assume Bombay Light House to be in Longitude 72° 48' 4" E.

\* This is an inadvertent mistake or misprint; and should be having its *North* point in Latitude 11° 58' N.

Master Attendant's Office. }  
Madras, 12th April 1853: }

CHRIS. BIDEN,  
Master Attendant.

#### NOTICE.

Wanted, a Passage to Singapore for Twenty-nine Chinese Convicts. Sealed Tenders will be received at this Office.

For Particulars, apply to the Harbour Master.

By Order,

C. B. HILLIER,  
Officiating Colonial Secretary.

Colonial Secretary's Office, Victoria,  
Hongkong, 15th June, 1854.

#### POST-OFFICE NOTIFICATION.

THE next GENERAL MAILS by the *SINGAPORE*, will be closed at 6 o'clock P.M., on *Wednesday*, the 21st instant; and the customary SUPPLEMENTARY MAIL will be made up on the following Morning between the Hours of 9 and 10 o'clock.

THOMAS HYLAND,  
Post-Master.

Post-Office, Victoria, Hongkong,  
14th June, 1854.

#### STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE,  
ADEN, SUEZ, MALTA, MARSEILLES,  
AND SOUTHAMPTON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *SINGAPORE*, Captain BAKER, with *Her Majesty's Mails, Passengers, Specie, and Cargo*,

will leave this for the above Places, on *Thursday* the 22d June, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 20th, SPECIE until Noon on the 21st, and PARCELS until 2 P.M. on the 21st.

For particulars regarding FREIGHT and PASSAGE, apply at the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

CONTENTS, AND VALUE OF PACKAGES, ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from incorrectness in such declaration.

ROBERT S. WALKER,  
Superintendent.

P. & O. S. N. Company's Office,  
Hongkong, 17th June, 1854.

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