

No. 8.

GOVERNMENT NOTIFICATION.

It is hereby notified that in accordance with Section II of Ordinance No. 12 of 1856, His Excellency the GOVERNOR, by and with the advice of the Executive Council, has decided to close the Chinese Cemetery in the Wong-nei-Choong Valley on the 1st Proximo. On the same date a new Cemetery will be opened immediately South of Caroline Hill for the burial only of Chinese dying East of the Parade Ground.

The Boundaries of the new Cemetery are: North, Caroline Hill Road; South, Government Ground; West, a contour line 200 feet above High Water Mark; East, Farm Lots 3 and 4.

The Cemetery extends 1,000 feet in length from Caroline Hill Road, and averages 400 feet in width.

A plan of the same may be seen at the Registrar General's Office.

By Order,

W. T. MERCER,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th January, 1867.

No. 9.

GOVERNMENT NOTIFICATION.

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

By Order,

W. T. MERCER,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th January, 1867.

CHINA AND JAPAN STATION.

HYDROGRAPHIC NOTICE.

[No. 5.]

JAPAN, SOUTH COAST AND INLAND SEA.

[The Bearings are Magnetic. Variation 4° W. in 1866.]

The following additional information relating to the navigation of the south coast of Nippon and the Inland Sea has lately been obtained. It should be compared with the fourth edition of the *China Pilot*, to which the bearings noted have reference:—

GULF OF YEDO.

Submarine jets, apparently of steam, were observed on October 6th, 10 miles N.E. of Cape Diamond near Simoda, about 2 miles off the land. They rose to the height of 20 feet.

Redfield Rocks, [p. 462.] As little as 12 fathoms were found when passing along the west side of these rocks, about equi-distant from either group; therefore it is not correctly stated that the water deepens as they are approached. At half-a-mile from the South and principal cluster are soundings of 20 fathoms, rock. The flat rock also is connected with the South rocks and lies close to them.

GULF OF SURUGA.

Directions for the Harbors on the west coast of the Idsu Peninsula. [p. 459.] Tago and Hada may be "fearlessly" steered for, but Arari can only be made by small craft, being difficult of access and its entrance only 40 feet broad.* It lies close to the N.E. of Tago which is a good harbor and easily identified by the two rocky islets of its entrance.

Hada is a safe and accessible anchorage and can be recognised by the low stony barrier which fronts it with its line of dark pine trees.

Strong winds from S.W. do not always blow home into the Gulf of Suruga.

Lady Inglis Rocks.—In a south-wester, good shelter may be obtained under the lee of Omae-saki in 7 to 4 fathoms, but not closer in. A vessel may pass inside the reef by giving the shore a berth of a mile. This reef quite covers at high water and does not always break. An iron perch or beacon should be erected on it.

From YOKOHAMA to the WESTWARD.

Directions.—After passing Rock Island, take an inshore passage, steering to pass well outside Omae-saki, and thence towards Kii no oosima, but take the greatest precaution to give a wide berth to the dangerous reefs off Xima, if passing at night. The *Serpent* carried a favorable current the whole way in October.

KII CHANNEL, &c.

Tanabe has proved at times a convenient anchorage, the usual position for anchoring being south of the Daimio's residence, but better shelter in westerly winds would be found N.E. of the Binzli reef. Two sunken rocks have lately been discovered in the fairway to the above anchorage, one of 22 feet water is S. 6° E. 4½ cables from the islet off Maruyama point; the other with 15 feet is, S. 30° E. at the same distance. To anchor:—Stand in for the green earthwork east of the white wall of the Daimio's residence bearing E.N.E. till Ebisima shuts in with Maruyama islet; then keep East and anchor in 6 to 4 fathoms. The low rock of Binzli always shews.

Ahasi Strait to Hiogo, [p. 491.] A shoal, having 20 feet water on it, is said to exist about a mile south of Mico on the Nipon shore. The *Serpent* obtained 10 fathoms on the spot marked on the chart by a Japanese naval officer, although it appeared very shoal from the extreme discoloration of the water in a heavy tide rip, caused by the ebb stream being deflected from the shore after sweeping out of the Akasi bight. There is very probably a shoal nearer the coast, formed by the eddy.

Standing on towards Hiogo there are not less than 9 fathoms at a mile off shore; and Hiogo point, which is low and has a round gray tower at its extremity, may be rounded at one or two cables.

* See Plan of Arari Bay on Chart of Japan, No. 2847, which is represented four times its proper size.

INLAND SEA.

Skenesi or Ose Bank, [p. 490.] Not less than 6 fathoms could be found on this bank when thoroughly examined. It is of course sand. The fishermen would not admit the existence of any bank having less than 7 fathoms.

Hosedasinose Bank extends 2 miles off the shore of Awadji, 3 miles north of Morotzu. There is said to be only 3 fathoms on its edge.

Shanose or Great Shoal, [p. 490.] is probably not nearly so extensive as shown on the Chart. The *Serpent* passed over the centre of it, 6 miles within the spit, in 11 fathoms, sand, but the southern edge in 13 to 18 fathoms was found to be rock. A good leading mark for passing between the banks is the Higo range just open of Yesaki, the north point of Awadji.

Ori-sima, [p. 489.] in long. $134^{\circ} 4'$, is high and none of the islands about it are low as stated in the *China Pilot*.

Tomo-sima is high also, and affords good anchorage in 5 or 6 fathoms on its S.W. side, with Yosino bluff just open of its south point.

ST. VINCENT CHANNEL.

The Commander-in-Chief having ordered a survey of the channels about the Conqueror Bank, one has been discovered by which the heaviest ships can pass at all times. It is quite direct and carries not less than 7 fathoms at low water, springs. Some dangers exist on its borders, but they are easily avoided by steering a mid-channel, course. The tides being strong in this channel, there is some advantage in taking it, when the tide is favorable.

Three Islet Spit.—A narrow bank of gravel extends from the three rocky islets towards Siyako. Its Spit may be crossed in 10 fathoms by keeping Kodutsi one breadth open of the small round island off the South point of Yosima (not marked in the Chart.)

Rocks which dry towards low water extend one cable off the North point of Usisima. They are steep to.

Siyako Ledge.—A rocky ledge extends 3 cables off the South point of Siyako, at the outer part of which is a rock of less than 10 feet water. Giving the island a berth of half-a-mile, or passing outside the tide rip or heavy overfall generally seen there, will clear it.

Hirosima, South Bank is very steep to. It lies between Kosima or Round island and Hirosima, projecting somewhat into the channel. For which reason it is preferable to pass South of 10 feet Rock. Parts of the bank are nearly dry.

Ten feet Rock, so named, is 20 feet high and whitened. It may be passed quite safely on either side at 2 cables or less.

Tides.—It is high water, full and change, at Hirosima, at 11 h. 45 m.; rise and fall at springs 11 feet; neaps rise 8 feet. The streams run regularly six hours each way, the flood coming in from the east, and the changes take place about an hour before the end of the tide. The tides have great regularity. The meeting of the tides from the Kii and Boungo Channels takes place in the Bingenada, west of Akeneo Miki.

Directions.—Stand on E.N.E. between Nezumi and Sayanagi, passing nearer to Nezumi, and when between Kosima (Round island) and Takami steer about E. by N. for 10 feet rock which may be passed on either hand at 2 cables, but on the South in preference on account of Hirosima South Bank, continue about E. by N. for the north part of Usisima (Saddle island) hauling up mid-channel through the passage north of it, to avoid the Rocks off its point. Then steer along Siyako for the north point of Yosima hauling up E. by S. with Kodutsi a little open of the island off Yosima, and pass mid-channel between it and the Three Rocks or islets.

From the Eastward.—Pass mid-channel north of the three rocky islets and haul up W. by N. till Kodutsi is one breadth open, then keep S. W. by W. along the shore of Siyako maintaining a mid-channel course between it and Usisima. When 10 feet rock comes mid-way between Round island and Takami steer for it, but pass 2 cables South of it. Pass 2 cables north of Takami and half a mile north of Nezumi, the summit of Hirosima kept mid-way between Round island and Takami leading through in the best water, viz.: 7 fathoms.

Vessels of small draught may disregard these particular directions, steering a mid-channel course by eye.

Anchorage may be obtained at Inoura, the south east bay of Hirosima in 9 to 4 fathoms; the water shoals rather suddenly at the edge of the channel. Also in 7 to 5 fathoms between Takami north point and Nezumi Sima; on Three Islets Spit in 7 to 5 fathoms, gravel; and within a mile East of Usisima in the same depths.

KURUSIMA SETO.

Southern Route, (p. 488). The name of this is Kurusima Seto or Strait of Kurusima. A more particular examination of it than was made in 1861 has been rendered necessary in consequence of numerous reports of the difficulty of its navigation by strangers.

A singularly clear atmosphere and great mirage are very prevalent at this part of the Sea, and when under these circumstances the sun is shining on the islands, they blend with the mainland, and the passage is not then readily detected on approach.

Cape Iyo is a long promontory of undulating hills rising gradually from the point to no great elevation. Half-a-mile north-west of it is a grassy island 20 feet high, and 2 cables outside the islet, a low reef which never covers. There are other rocks above water.

Kosima being well cultivated contrasts well with the barren hills of Osima at the back. It has also a clump of trees on the western part of its double summit.

The White-topped Rock (p. 486,) is half a mile W. by S. of the South point of Masima, and the ground southward of it towards the village of Obama is rocky and uneven as far as a rock, awash at low water, which lies 3 cables from the shore and is 6 cables S. S. W. of Masima. There is chow-chow water even outside this which it would be prudent also to avoid.

Directions (p. 489). When passing Cape Iyo the western or Junk channel will be seen open. Proceed E. S. E. and round Kosima (thus opening the strait) at 3 or 4 cables till the course is S. S. W., changing to South when passing the west point of Masima at 2 cables. After rounding the South point of Masima at 3 cables, steer S. E. by E. and giving the islets off Osima a good berth, haul up E. N. E. Easterly through the Bingenada.

There is much chow-chow water in the strait, especially off Kosima on the flood; a mid-channel course will avoid that which appears dangerous.

From the Eastward.—After rounding the islets off Osima the western or Junk channel only will be seen open: steer N. W. by W. for (or to the right of) the White topped Rock and haul up North between it and Masima. After passing the west point of Masima keep a mid-channel or N. N. E. course and round Kosima at half a mile.

Anchorage may be obtained off Imaharu; also off the South end of the village of Obama, one mile north of Imaharu, in 6 to 9 fathoms.

Tides.—It is high water, full and change, at 11 h.; springs rise 10 feet. The flood here comes in from the westward. Both streams run with great velocity in the strait at springs; at neaps about 4 knots.

IYO NADA.

Iyo Nada. [p. 485.] Keep to the route recommended; it is the best passage, and no time is saved by passing North of Nukusima where the tides are very perplexing, specially with a vessel under canvas.

SIMONOSEKI STRAIT.

Tano Bank. [p. 482.] A better leading mark for passing between the Tano Bank and the Kanabuse Rock is—a large clump of trees on Takasaki, the South point of Simonoseki town, in line with the high water of Mozi point. The so-called Custom house is seldom to be recognized.

Middle Ground.—There is a 2 fathoms patch on the South-eastern part of this shoal not laid down on the chart, and a cluster of dangerous rocks, called Takaba, is reported to lie between it and Karabuse rock.

Buoy.—If a buoy be placed in this vicinity, it will be at the southern edge of the Middle Channel, north of Barrua Shoal, the channel here for vessels of heavy draught being only 2 cables broad at low water, and the course through it East.

By ORDER OF VICE-ADMIRAL G. ST. VINCENT KING, C.B., COMMANDER-IN-CHIEF,

December 5th, 1866.

CHAS. BULLOCK,
Commander of H. M. S. "Serpent."

No. 10.

GOVERNMENT NOTIFICATION.

At the request of the Government of Natal the following Notice, announcing the erection of a Light House on the Bluff at the South side of the entrance of Port Natal, is published for general information.

By Order,

W. T. MERCER,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th January, 1867.

GOVERNMENT NOTICE No. 122, 1866.

His Excellency the Administrator of the Government directs the publication, for general information, of the following Notice of the Erection of a Light-house on the Bluff at the south side of the entrance of Port Natal.

By His Excellency's command,

D. ERSKINE,
Colonial Secretary.

Colonial Office, Natal, October 20th, 1866.

NOTICE TO MARINERS.

A Lighthouse has been erected on the Bluff at the south side of the entrance of Port Natal at an elevation of 292 feet above high water, a light from which will be exhibited on the 23rd January, 1867.

The Lighthouse is in Latitude 29° 52' 50" S., and Longitude 31° 3' 35" E.

The building is an iron tower, in the form of a frustrum of a cone, 81 feet high, painted white; centre of light being 70 feet above the base, exhibiting a revolving white light of the second class (dioptric), emitting its greatest brilliancy once every minute.

It is visible in all directions from North (round by East and South), to S. 59° W.; and can be seen from a ship's deck 24 miles in clear weather.

The above light is not visible from the Aliwal Shoal, which is 25 miles S., 53° W., from the Lighthouse: Vessels should not, therefore, when coming from the southward and westward, approach the shore nearer than 4 miles, or shoal their water under 40 fathoms, using the lead freely until they make the light well out from the deck, when they may stand in until it bears N. 59° E.,—which bearing will keep them outside all known danger—until they are abreast of the Umlazi River (about 9½ miles below the Lighthouse), when they must keep it more to the northward, as the land trends more to the eastward, giving the shore a good berth of a mile, and when the light bears about E.N.E. they can haul in to the northward for the anchorage: anchoring in 8½ to 10 fathoms, with the Lighthouse bearing S.W. to S.W. ½ S., distant 1 mile.

W. E. ARCHDEACON,
Master R.N., Admiralty Surveyor.

No. 11.

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, Hongkong, 12th January, 1867.

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, 1866, rendered in accordance with the terms of Her Majesty's Royal Charter of Incorporation.

NOTES ISSUED,	\$230,800.
SPECIE IN RESERVE,	\$200,000.

JAS. BERWICK,
Acting Manager.

Oriental Bank Corporation, Hongkong, 3rd January, 1867.

I hereby certify that I this day inspected the Books and Treasure of the Oriental Bank Corporation, and found the necessary amount of Specie as required by the Royal Charter.

A. F. ALVES,
Accountant.

FRED. FORTH,
Colonial Treasurer.

Victoria, Hongkong, 11th January, 1867.