

Hen and Chickens. Gutzlaff I. Dangerous Ro. Entrance of Yangtsz' kiang.

Middle group, the largest of which has a conical hill on its north end. Another of the group, west of the largest, is also high and conical; several islets and rocks lie west of this group, all above water.

Vessels may pass to the northward between Kintang and Black-wall. The water is deep in the Steward passage; but when through, anchorage is found in 8 or 9 fathoms. Then keep to the northwest, leaving East island to starboard. A vessel can pass to the eastward of East island and of the Middle group; but east of the latter, there is a bank, which has not been sufficiently examined. The Conway passed over it in 3 fathoms.

Steering still to the northward, you make, on the port bow, the Seshan islands. On the starboard bow is a more numerous group, called Rugged islands. Bottom was found at 6 fathoms throughout. Over the Seshan islands, a solitary hill on the main will probably be seen, which is in the neighborhood of Chapoo.

Hauling to the eastward, round the Rugged islands, a small islet, the *Hen and Chickens*, will be seen; and also, beyond this, to the N. E., Gutzlaff's island of the Amherst's voyage; it appears in this direction as a cone, and is about 250 feet in height. Gutzlaff's island is *supposed* to be what the Chinese call 馬積 *Matseih*, or 'Horse Rocks.' This however needs verifying.

To the eastward lies a large group of islands, up to which you carry 6 fathoms; to the northward of these, at a distance of 8 or 10 leagues, lies Saddle island of the Amherst's voyage, making in this direction one conical hill. To port the low land of the main will probably be seen. There is anchorage throughout in these parts from 6 to 8 fathoms.

To proceed still to the northward, steer N. N. E. for the Dangerous rocks. These are *not at all dangerous*, being 10 or 12 feet above water; passing these close, steer, if required, to the N. W. for *Shawei shan* 沙衛山.

To enter Yangtsz' kiang (洋子江 i. e. 'Child of the ocean') with a large ship, it probably would be necessary to station a couple of small vessels, one on the edge of the outer bank, the other on the spit higher up. She might anchor 4 or 5 leagues off Gutzlaff's island, while they were being placed. Attention to the following directions ought to carry you up in 20 feet.

Leaving Gutzlaff's island, keep it on a S. S. E. bearing; and having run 7 or 8 leagues, *Shawei shan* will bear N. E. by N. From this point the break or ripple on the bank should be seen, and you may steer N. W. When you have got hold of the bank, steer W. N. W. The low land to port should be visible from aloft; and a tree sufficiently remarkable will be distinguished. Keep this tree two points on the port bow. It must be passed at a distance of at least two miles, as the bank extends far out from it. When the tree bears S. $\frac{1}{2}$ E., close the port shore to half or three fourths of a mile, steering

<i>To Woosung.</i>	<i>Bush I.</i>	<i>Pt. Harvey.</i>	<i>Mason I.</i>	<i>Winds and tides.</i>
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N. W. by W. for a large clump of trees. The soundings will now gradually increase to 9 or 10 fathoms.

The outer extreme of the fortifications at Woosung will be seen at 7 or 8 miles distance, abreast a clump called the Treble trees: run on, keeping from $\frac{1}{2}$ to 1 mile off shore, and anchor with the eastern fort S. by W., and the extreme of the wall N. W. by W.; or you may select any other berth you prefer from the chart. Bush island will be seen, the Bush bearing about north. A bar extends some distance from the mouth of the river, with $2\frac{1}{2}$ and 4 fathoms, deepening suddenly to 10 and 12 fathoms. Bush island must not be approached nearer than $2\frac{1}{2}$ miles.

Being in mid-channel betwixt Woosung and Bush island, steer about N. W. by W., keeping $1\frac{1}{2}$ or 2 miles off shore, and you will shoal gradually from 8 to $4\frac{1}{2}$ fathoms: this point is about 2 miles off shore, abreast of the deepest bight: proceeding, you deepen to 14 fathoms, until abreast a grove or clump of trees, 17 or 18 miles from Woosung. When the west end of the trees on Mason island begins to open of the west point of Tsungming (point Harvey), steer to the northward, opening them gradually, and pass point Harvey at $\frac{1}{2}$ a mile distance: it is quite steep.

From point Harvey, steer N. W. $\frac{1}{2}$ W., on for 3 distant hills and a pagoda, approaching no nearer than 2 miles to Mason island. When past it, steer west, keeping about mid-channel. The trees on Mason island must not be brought to the southward of east, to avoid a shoal running out from the north shore, one third of the distance across. When the Pagoda hill bears N. W., and a large bush on the south shore S. $\frac{1}{2}$ W., you are abreast the shoalest part, and must steer N. W. by W. $\frac{1}{2}$ W., for Round-tree point, distant four miles. The soundings about this point are deep and irregular. When past it, and abreast of a creek and mud fort, the bank is very steep, shoaling from 20 to 2 fathoms, and then to 4 feet. This you avoid by keeping the large bush in sight S. E. by E. $\frac{1}{2}$ E.; and a course W. by N., 8 miles, leads abreast of a small circular fort and other buildings, the highest point reached by the Conway. The whole south shore appears very shoal to $\frac{1}{2}$ or 1 mile off. The channel from this point runs probably about N. N. W., but it requires examination. Running in from seaward, the most eligible land to make is Saddle island. No land was seen north of Saddle island from the summit of Shawci shan.

Winds, tides, &c. Off the Seshan islands, the time of high water, at full and change, is 11h. 45m.; rise 12 feet. The flood sets W. N. W.; the ebb E. S. E. Generally off the mouth of the river, it is high water on full and change days at about noon, or half an hour after. The rise at spring is 13 feet; at neaps, 10 feet; once 18 feet were noted, but this was probably caused by the ship having swung, so as to change her depth. The stream of the flood comes from the eastward, drawing to the southward about its last quarter, passing round to the ebb from the westward, and so on round by north. The greatest velocity measured was $4\frac{1}{2}$ knots, off the northern entrances: but the usual velocity at springs is about $3\frac{1}{2}$ knots.

Weather in the Yangtsz' kiang. Supplies on Tsungming. Entrance to Chapoo.

In the river off Woosung, high water at full and change occurs about 1h. 30m. The rise is uncertain, but ranges from 15 to 5 feet. The stream of flood comes from S. E., passing round by east to northward; the ebb comes from N. W., passing round by south.

At the farthest point reached, high water, at full and change, occurred about 4h. 30m. The rise was 14 feet; the ebb running 8 hours. The flood at the neaps was nearly obliterated.

In July, the barometer stood at 29.74; and the thermometer at 78°. The prevailing winds were southeast, freshening about the change of the moon.

In August, the barometer stood at 29.78; and the thermometer at 81°. The prevailing winds were southeast, easterly, and northerly. For a day or two there was blowing weather, with a little rain, at the change of the moon.

In September, the barometer stood at 29.90; and the thermometer at 77°. The winds variable, but drawing round from southeast to north. Blows with rain occurred at full and change. Mornings were much colder than the average temperature.

The temperature, having been taken on the main deck, is not probably very correct. The periodical breezes appeared to increase in intensity at full and change. The barometer rose with the northerly winds, and fell with westerly and southerly. One hard blow occurred with the barometer at 30.10.

Supplies, &c. The island of Tsungming is highly cultivated, particularly on its northern side. There are a plenty of cattle, used for agricultural purposes; and almost all the islands outside, excepting Shawei shan and Gutzlaff's, produce vegetables.

Chapoo 乍浦 is situated on the north side of a bay on the northern side of the great bay of Hangchow. The land on the right and left of it is high, and appears like islands, the coast of the bay being generally low. The points of the entrance are 5 or 6 miles apart. Rather towards the north entrance lie 'North and South' islands, about 1½ mile from the shore, and ⅔ of a mile apart: they are not easily distinguished from the high land in the rear. On the top of the high conical hill, forming the starboard entrance, are one or two buildings: and rather more than half-way down is a fort, having 4 guns. These are conspicuous objects. The town is situated to the left of the hill, in a small nook; it is defended by a battery and breastwork. The soundings decrease regularly from 10 to 3½ fathoms close in to the town, and the Algerine anchored, distant from the town battery about 500 yards in 3¼ fathoms mud, with the following bearings; fort on the hill, N. E. by E. ¼ E.; South island, E. by S. ½ S.; remarkable pagoda, W. by S. ¾ S.

A group of small islands, east of Chapoo, distant about 8 miles, is likely to mislead, as it is not laid down on the old charts. (Query, Fog islands?)

<i>Middle Ground Passage.</i>	<i>Friendly I.</i>	<i>North I.</i>	<i>Seven Sisters.</i>
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Running for the anchorage, round South island, at 2 cables' distance, and haul up for the junks at anchor, when the fort on the hill bears, N. E. by E. about 1 mile, you will find from 7 to 9 fathoms steep ground, and sheltered from all winds but S. E. to E. S. E. No dangers were visible.

5.—*Chinhae to Chapoo.*

[Part of this and the following surveys goes over the same ground as the preceding. They were made in 1840 and 1842 by Capt. Collinson; the islands in the northern part towards Shanghae were made by Mr. Johnson, master of H. M. ship Conway in 1840.]

N. by W., $3\frac{1}{2}$ miles from Square island, is a Middle Ground, having 2 to 3 fathoms on it. Vessels therefore should approach the Kintang shore which is steep to; if *beating* through this passage, they ought not to bring Square island to the eastward of south.

There is a passage inside, and to the westward of this Middle Ground, which vessels of 15 feet draught may use; but it is recommended not to do so, as the mud dries off the Chinhae shore three quarters of a mile, and the water shoals suddenly. When standing along this shore, a group of small islands (the largest of which was called by capt. Giffard of the Cruizer, Friendly island,) lies three quarters of a mile off shore, and distant from Chinhae citadel $7\frac{3}{4}$ miles, under which junks frequently anchor for shelter. Four miles further to the northwest is a high bluff head, forming the southern extreme of Hángchau foo bay, and called Friendly bluff. This will form a remarkable object throughout the navigation of this part of the Archipelago.

N. $\frac{3}{4}$ W., 15 miles from Square island, is North island, being the easternmost and largest island of the first group of islands in this direction. It is cultivated, and about 216 feet high, and three quarters of a mile in extent from east to west. Close to it the water deepens suddenly to 26 and 32 fathoms. The holding ground is good, but it is too small to afford shelter in strong breezes.

North from it is a small rock that always shows. W. $\frac{1}{2}$ N. is the nearest island of the same group, distant 3.7 miles, with a safe passage between them. The islets west of this are called the Seven Sisters, *tsih tsz' mei* 七姊妹; the navigation in their vicinity is dangerous, having many reefs around and between them.

Leaving North island to the westward, the easternmost and highest of the Seshan group will be seen; it bears north 18 miles from

Seshan Is.	Fog Is.	Chapoo city and roads.	A shoal.	Tides.
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North island. A vessel beating up between these islands should not bring the High Seshan to the eastward of north, until within 3 miles of it, for there was found a $3\frac{1}{2}$ fathoms' patch with the island bearing N. by E. The Seshan islands form three distinct groups, the easternmost having one large and five smaller islands with rocks. There is a safe passage between them and the main, which is very low, and continues so to Chápú.

The middle group lies 6 miles to the W.N.W. of the eastern, and consists of one large and several small islets, the southernmost of which is low and rugged, with reefs around it. There is a safe passage between this group and the main.

The western group consists of two islands, $11\frac{1}{2}$ miles to the northwest of the middle group; the largest is about 700 feet high, and has no passage between it and the main. Having made the Eastern Seshan, pass to the northward or southward of it as convenient,—if to the southward within 3 miles. Steering westerly from this, pass within 2 miles of the middle group, from which in clear weather, the high land of Chápú, bearing west 23 miles, may be seen; also the Fog islands, a group of low rocky islets bearing S. 75° W., 14 miles.

Vessels are recommended to keep well to the northward of the Fog islands in approaching Chápú, as by this they will insure a depth of 5 and 6 fathoms, and also if a heavy breeze from the northward come on, can get shelter under the northern shores.

Chápú 乍浦 city is situated on the western face of the hills forming the eastern point of Chápú bay; from this the land is low, rising again into hills at the distance of 8 miles. The mud runs off a long way from the low land between these hills, whose tops are crowned with buildings. One of the islands also has a large white loss house on it.

Pass close to the point of the southern island within half a mile or less, then steer for the town, or the termination of the group of hills, and let go your anchor in 7 fathoms. You will then be about half a mile from the high land to the northeast of the town. The anchorage is sheltered from E.N.E. to S.S.W., round by north. At the spring tides the velocity is 5 knots, and the rise and fall 25 feet.

About 4 miles south of the southern island off Chápú is a shoal, on which the Plover tacked in 3 fathoms, and there is probably less water. Should vessels find themselves setting to the southward of this, they must anchor.

Seven miles southwest from Chápú, during a stay of three days, the night tide rose 30 feet, and its velocity was $7\frac{1}{2}$ knots; while at the Fog islands, ten miles to the southeastward, the rise and fall was 17 feet, and the velocity $4\frac{1}{2}$ knots; showing a rapid increase in rise and velocity as you enter the estuary of the Tsientang river leading to Hángchau foo.

The steamer Phlegethon, with captain Collinson on board, reconnoitering and endeavoring to find a channel to Hángchau foo, ex-

*Tides in Hangchau foo bay.**The Volcanoes.**Rugged Is.*

perienced a tide of $11\frac{1}{2}$ knots; at this time he was distant from the high land of Chápú 19 miles, and two from the shore. On a second trial at the dead of the neap, the Phlegethon had the tide running $5\frac{1}{2}$ knots at nearly the same place. In traversing the river from side to side, which is at this point about 15 miles wide, there was no continuous channel found, although some deep spots. When the Phlegethon was exposed to the above tide, she had an anchor down with a whole cable, (having previously lost an anchor and cable, when she endeavored to bring up,) was under her full power of steam, with sails set, and was still driving.

After having given an account of this tide, it will hardly be necessary to say more, to impress on the minds of men navigating through the bay of Hángchau, how necessary it will be for them to pay particular attention to the set of their ships. This bay cannot and ought not to be navigated at night. The rapidity of the flood setting into this bay was the cause of the loss of the Kite, transport, in 1840.

6.—*Square Island to Shanghai.*

N. 76° E., 9 miles from North island, and N. 45° W., $3\frac{1}{2}$ miles from Broken island, is situated a small group of islands, between which and North island, there is a good channel, and the group itself may be approached as convenient.

N. 50° E. from North island, distant $9\frac{1}{2}$ miles, is the northwesternmost islet of a group called the Volcanoes; it has a reef north of it; on the highest island, there is a most remarkable conical peak. The channel between this and North island is safe, if it be kept in mind that you are not to bring East Seshan to the eastward of north. There are several islands between this group and Tae shan, but they have not been examined.

Continuing on to the northeastward, the high land of the Rugged islands will soon be seen. The southwestern horn of this group bears from North island, N. 33° E., 24 miles, and from East Seshan N. 86° E., thirteen miles. There is excellent shelter between the southwest and northwest horns of this group during the southwest monsoon. The whole fleet anchored here in the month of June, before proceeding up the Yángtsh' kiáng.

During the northeastern monsoon, vessels will find good shelter to the southwest of the whole group, but the ground has not been thoroughly examined between it and Tae shan. The whole space between the Rugged, East Seshan, Volcanoes, and North islands, is safe, having a depth of from 6 to 7 fathoms.

N. 33° E., $3\frac{3}{4}$ miles from the northern horn of the Rugged islands, is a small islet with several rocks to the northwest of it, called the Hen and Chickens; and from the same horn Gutzlaff island bears

Course up to Woosung. Ariadne rocks. Anchoring ground at Woosung.

N. 43° E., 12 miles. Leaving the Rugged islands, a vessel may pass on either side of the Hen and Chickens in 6 and 7 fathoms. Between the Hen and Gutzlaff islands, there is also a safe passage with 6 or 7 fathoms. A vessel may pass on either side of Gutzlaff island, but if to the westward of it, she must go very close. It is recommended to pass to the eastward of it, and then steer N. 25° E. for the Amherst rocks, which are distant from Gutzlaff island 24 miles, taking care to keep Gutzlaff island on that bearing; for if the wind is light and it is flood tide, a vessel will be set into the bay of Hángchau foo.

Vessels of light draught may navigate the Yángtsz' kiáng with ease and safety, but it will be necessary for vessels above 18 feet to make the Amherst rocks, (which are 20 feet above the sea, and in lat. 31° 9.3 N., and long. 122° 23.6 E.,) and to have beacons placed for them to sail by. Leaving the Amherst at a quarter ebb, a vessel will carry the flood to Wúsung if there is any wind.

The following courses will insure deep water. From the Amherst rocks S. 72° W., 14½ miles, but care must be taken that the vessel really makes good this course, and that the flood tide does not sweep her to the northward of that bearing, which is given to clear the Ariadne rocks. The sea breaks on the Ariadne rocks in strong winds, and the lowest tides. The bearings from these rocks are, Amherst, N. 77° E., 7¼ miles; Shau-e-shan, N.; Gutzlaff I., S. 9° W.

After passing the Ariadne, should the northeast break or ripple be seen, it will be the best leading mark, for the deepest water is close to the bank. The course along it will be about N. W. ½ W.; it bears from Shau-e-shan S. 30° W., and is distant from the Amherst rocks, 16 miles. If it is not seen, having run the first course and distance, a course N. 61° W. will take a vessel in mid-channel to Wúsung; but as the strength and set of the tides will materially affect the ship's course, vessels are recommended to use the ground log, both for course and distance.

Having run 24 miles on the second course, approach the low western land to one mile; at this time a clump of trees making like three will be seen; keep this distance from the bank until a remarkable high tree is seen (if it is clear). At the same time will be seen Paoushan point, which is the sharp angle of an embankment; when within a mile of the High Tree point, increase your distance from the shore, and not bring Paoushan point to the northward of W. by N. ½ N.

The best anchorage off Wúsung will be Bush island, N. W. by W., and Wúsung village joss pole, S. 41° W., in 8 fathoms. The leading mark into Wúsung is the joss poles at the village, S. 41° W. But the best leading mark will be for a vessel at anchor in the above position, to place one of her boats for a beacon. When the low point below the embankment shows clear of Paoushan point, close the western or Wúsung shore to half a cable, where there is good anchorage.

Woosung to Shanghai. Tahiah River. Entrance to Ningpo. Three passages.

Proceeding from Wúsung to Shanghai, keep the western or left bank on board until you open the second creek on the opposite shore, which will be a mile above the village; then cross over and keep the eastern shore *close* on board, the channel being in some places scarcely a cable wide. Should the flood run strong, haul over as soon as you have rounded the low point opposite the village. The narrowest part is opposite to a low point on the western shore above the batteries. The bank here forms a point, with a remarkable bushy tree on it; it is $7\frac{1}{2}$ miles by the river from Wúsung village.

Having passed this point keep in mid-channel. Before arriving at the town, which is $5\frac{1}{2}$ miles above it, the river takes a sudden turn to the southward, and the western or right shore again becomes the deep side. The mud extends nearly a cable from the point at the turning; between it and the town shore, there is a deep hole, with 12 and 18 fathoms, but off the town there is $3\frac{1}{2}$ and 4 fathoms.

7.—*For the Tahiah R., or Entrance to Ningpo.*

[These directions were drawn up by captain Collinson, and are extracted from the Chinese Repository, vol. XII., page 429.]

THE Tahiah 大 浹 江 river, or entrance to the Yungkiáng 涌 江 is entered by three passages, (formed by the islets called the Triangles in Thornton's old charts of 1703,) all of which are difficult.

The first danger in the southern channel is a rock which is covered at half tide, lying N. 70° E., $2\frac{1}{2}$ cables from the summit of the eastern Triangle, or Tayew shan. If the Inner Triangle, or Passage island, is kept open of the south point of the outer one, this danger will be avoided.

Having passed the east point of the Outer Triangle, keep it and the Middle Triangle close on board, to avoid a sunken rock with 8 feet on it, which lies in mid-channel, and to the southward of the latter. When on the reef, a small island, 8 miles to the west of Chínháí is in line with the extreme of the high bluff land beyond it. Then steer to pass half a cable east of the Inner Triangle. Then steer for the foot of the Joss house hill at Chínháí, taking care that the tide does not set you over to the eastern shore, the water shoaling to 2 fathoms, five cables from that side.

The second passage, or that between the Middle and Inner Triangle, is perhaps the best of the three. A mud spit extends westerly from the Middle Triangle $1\frac{1}{2}$ cable, which will be avoided by keeping the joss house on the hill open of the west point of the Inner

<i>Third passage.</i>	<i>Ningpo city.</i>	<i>Course of river of Ningpo.</i>
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Triangle; pass as before a cable to the eastward of the latter, which must not be approached nearer than half, or receded from further than $1\frac{1}{2}$ cable.

The channel between the Inner Triangle and the Joss house point, has only 2 fathoms water; it is however the broadest and best for vessels of light draught. The only danger in it is the Tiger's tail reef, which lays rather more than 1 cable, N. 40° W., from the highest part of the Inner Triangle. The marks for the Tiger's tail rocks are Hoowu tsiao, or the little peaked islet at the south end of the stakes, in line with River hill, and also the southeast foot of the Joss house hill in line with the first cone. The Joss house point is steep to, and vessels will find good shelter under the fort.

The river is staked across at the entrance, under the Joss-house hill, and there are sunken junks on each side of the opening through them.

Ningpo 寧波 is $11\frac{1}{2}$ miles from Chinhái by the river, which is nearly strait, the reaches all lying to the southward of west, except one which is short. There are no dangers; the depth in mid-channel varies from 5 to $2\frac{1}{4}$ fathoms. Vessels therefore drawing more than 13 feet should wait for half flood. The average width of the river is two cables.

At the city, the river separates into two branches, one taking a northwest, the other a S. by W. direction.* The latter is barely a cable wide, and is crossed by a bridge of boats one quarter of a mile above the junction. A spit extends from each point at the entrance to the former, and has a depth of from $2\frac{1}{2}$ to 6 fathoms.

* "The fork of the river of Ningpo is called 'the Mouth of three rivers,' from the fact that, at this point, there is the confluence of three streams. To the northwest of the city, there is a large stream running down through the districts of Yüyáu and Tsz'kí, which is called the Yáu river, or the Shun river, or the river of Tsz'kí. To the east, there is another stream, known under the name of the Yung river, which name it retains above the city of Ningpo only the short distance of 12 miles, when it branches off in one line to the southwest, under the name of the Ying river, and in another line to the southeast towards Funghwá, borrowing its name from the same district. There, where the Ying river unites with the Funghwá river, it is occasionally spoken of as the Pahtú river, or 'North ford river.' At the eastern angle of the city of Ningpo, this twin tributary unites with the river of Tsz'kí and their joint waters flow northeast and north in a deep channel, until they enter the open sea at Chinhái. From the fork down to Chinhái, the river is generally called the Yung river. It is also not unfrequently named the 'Tá Tsieh' river, and some parts of it are known as the 'Siáu Tsieh.' In English charts and descriptions, it is written the Tahiah, or the Takiah river; but the correct pronunciation, as has just been represented, is 'Tá Tsieh.'" *W. C. M. in Chinese Repository.*

Shantung promontory. Alceste I. Kungtung. Chuhshan Is. Shamo.

8.—Notices of Places above Shanghai on the Coast.

[These observations were compiled from the journals kept on board H. B. M. ships named therein, and were published in the Chinese Repository (vol. X., pages 371-382.) in the year 1840. Only those paragraphs which refer to places north of Shanghai, and the mouth of the Yangtze' kiang, are here introduced in order to complete the whole line of coast.]

From Chusan to Shantung promontory. On the 31st of July, H. M. ship Wellesley left the Kew shan group for the gulf of Cheihle *Shantung Promontory.* From our leaving the Kew shan islands until the 4th of August, being then in lat. $35^{\circ} 12' N.$, and long. $123^{\circ} 35' E.$, the wind was from the southeast with misty weather. It then drew round to the S. S. W., still continuing hazy. On the morning of the 5th of August, we observed the promontory of Shantung. This is a high bold point, with a rugged termination towards the sea, and has a small pagoda near its end.

Alceste island is small but high, and appears surrounded by reefs. A rock, high above water off its northeast point, bore S. S. E. when on with the north point of Shantung. There is a small island about 5 miles to the westward of Alceste island. The promontory north-west of Shantung is high and rugged, having a small barren island near it; opposite to the island is a bay with a sandy beach upon which several boats were hauled up.

Kungtung 崑崙 (Kungkung tao) and 芝罘 *Chefow.* The north rock of the Kungtung group is high and square. Chefow cape is high, and at a distance from the eastward, appears like an island; to the southwestward is a remarkable hill with a top resembling a chimney.

Chuhshan 竹山. At 6 p. m., with the northern rock of Kungtung bearing S. by W. $\frac{1}{2} W.$, and Chefow S. W. $\frac{1}{2} W.$, Great Chuhshan was plainly visible from the poop, N. W. by W. $\frac{1}{2} W.$, about 11 leagues distant. The ship anchored for the night in $11\frac{1}{2}$ fathoms, with the Great Chuhshan N. W. by W. $\frac{1}{4} W.$; cape Chefow, S. S. W. $\frac{1}{4} W.$; north rock of Kungtung, S. by E. easterly. Very little tide or current was found at this anchorage. Weighed the next morning at daybreak, and carried regular soundings of 12 to $10\frac{1}{2}$ fathoms towards the Great Chuhshan, which is higher than the islands in its vicinity, and although of a very barren appearance has a small village on its southeastern side, and cattle were observed on the sides of the hills. Little Chuhshan bears N. $85^{\circ} 40' E.$, from Great Chuhshan, distant about 3 miles.

Toki I. and channels. Machangshi I. Quoin or Kiaoushan I. Houki I.

Shamo 沙磨 A small island, named Shamo, lies N. 57° W. from Great Chuhshan, and N. 15° W., about 3 miles from Little Chuhshan.

Toki 砒磯 lies about 7 miles to the northwestward of Shamo; the Wellesley subsequently visited the island twice; it is moderately high, and has a high peak near the centre, and is nearly the form of a right-angled triangle, the shortest sides being those upon the south and west. There are four villages upon the southern side, and one or two on the side facing the northeast. This island is well cultivated, and fresh provisions, vegetables, and water may be obtained. On the ship's first visit, 34 bullocks were procured, which, though small, were in good condition; a quantity of poultry, eggs, and vegetables, and from the wells at the villages upon the south side of the island, 30 tons of water were obtained in a day. On the second visit, 15 bullocks were procured. The Wellesley was anchored in 10 fathoms muddy bottom, with Machangshi, a small but high islet off the southwest end of Toki, bearing N. 78° E., and Toki from N. $64'$ W. to N. 56° E. A rock high above water off the southeastern end of Toki bore N. 78° E.; Great Chuhshan, S. $45\frac{1}{2}^{\circ}$ E. The ship was 910 yards S. $11^{\circ} 20'$ W. from the southeastern point of a little bay, at the head of which is a small village. This point is in lat. $38^{\circ} 9' 20''$ N., and long. $120^{\circ} 52' 17''$ E., or $1^{\circ} 16' 30''$ west of the Pagoda hill on Chusan. Variation, $1^{\circ} 20'$ W.

The whole of this part appears perfectly clear with regular soundings; the little rock at the southeastern end of Toki, and the small island of Machangshi at the southwestern end, may be passed within a cable's length. The whole of the channels between these islands are said to be clear, with the exception of the channel between Toki and the islands north of it, nearly in the centre of which there is said to be a small sunken rock, with about 5 feet water on it, and deep water all round. The information respecting this rock was derived from the people at Toki.

Quoin or Kiaoushan. The Wellesley passed twice between Toki and the Quoin, and twice between the Quoin and the island south of it, called, in the charts, Se Keusan, carrying in each case regular soundings $10\frac{1}{2}$ to 14 fathoms. There is also a very good passage, with the same depth between the He shan or Miaotao islands and Keusan. In a strong wind from the north we anchored under the Quoin in 12 fathoms, with that island bearing from N. to N. 20° E., about one mile distant; Chuhshan bearing S. 68° E., and Toki from N. 47° E. to N. 72° E. In the Admiralty charts, a rock is laid down to the southward of the Quoin, but we found it perfectly clear in that direction.

Houki 候鷄 The island to the southward of it, called Houki (on the charts written Keusan), has a reef running some little distance from its northern end, and another off its eastern end.

From the Quoin, H. M. ship Wellesley sailed from Toki on the 18th of September at 6 A. M., with the tide running to the westward,

Heshan group. Anchorages and channels among them. Changshan or Long I.

carrying a depth of 10 and $10\frac{1}{2}$ fathoms water from the anchorage, until passing the southeast end of Houki, where it deepened to 13 and 14 fathoms, then shoaled again to 10 and 9 fathoms.

Heshan, or Miaotao group. When passing the west point of the Heshan islands, to which we gave a berth of 3 miles to avoid a reef that extends from the west point in a southwest direction $1\frac{1}{2}$ to 2 miles, and which broke when we passed it, after having rounded the southwestern point of the Heshan island, we hauled up gradually to the eastward, carrying a depth of 7 fathoms. The first anchorage was in $6\frac{3}{4}$ fathoms, good holding ground, with the western Heshan island bearing from N. 38° W. to N. 15° W.; and Long island, or Chang shan, 長山 the easternmost of the group, from N. $53^{\circ} 40'$ E. to S. 78° E.

The next day, we weighed, and ran further to the E. N. E., and anchored in 6 fathoms mud, with a rocky islet off the west Heshan bearing N. $62^{\circ} 40'$ W., the S. W. point of Long Island or Changshan being N. 3° E., distant $\frac{4}{5}$ of a mile. Bluff point, with a fort on it at the west side of the entrance to Tängchow foo, bore S. $15^{\circ} 20'$ E., and the pagoda on the hill over Tängchow foo, 登州府 S. $6^{\circ} 20'$ E. Variation, $1^{\circ} 32'$ W.

There is an extensive and good anchorage under these islands. The holding ground is good, and soundings regular from 6 to 7 fathoms water, and sheltered from all winds, except the westward, and even with a strong wind from this quarter the land is sufficiently near to prevent any sea from rising; and should it blow so hard from the westward as to prevent a vessel riding in safety, she might weigh, or slip and run out through the eastern passage. We could discover no danger to the southward of these islands, except the shoal running off the southwestern point of the Heshan islands, and a spit extending $1\frac{1}{2}$ mile or more from the southwest end of Changshan. This spit has irregular soundings, $4\frac{1}{2}$ and 2 fathoms, and the latter depth near to its southern extreme. A small round hill, with a heap of stones on it, forming the extreme of the land to the northeastward of a village on the central island, kept open of the southwest point of Long island N. 30° W., will lead without the shoal in 5 fathoms. The southwest point of Long island is a low bluff, and of a reddish color. The hill which forms the mark is low; and to the northeast of the village is another hill higher than this, having also a heap of stones on its summit.

Another mid-channel mark is to bring two distant points on the main land in one line with each other, bearing S. 73° E. When the whole of Toki comes open of Long island, N. 4° W., you will be to the eastward of the shoal, and may haul out to the northward.

As a stranger may have some difficulty in distinguishing the leading marks, he had better keep nearly as possible in mid-channel between Tängchow foo and Long island, not coming too near the main

From Toki to the Pei ho. Anchoring ground off Pei ho. Shaluyteen Is.

to avoid a reef of rocks which extends 2 or 3 miles to the northward from the east part of Tangchow foo with deep water near it.

The south side of Long island, to the westward of the spit, is clear, with 6 and 7 fathoms within half a mile of the beach. There is also the same depth near the south side of Middle island; between these two islands a deep bay is formed, with a depth of 3 fathoms, where small vessels might be well sheltered. The southwest point of Long island is in lat. $37^{\circ} 54'$ N., and $120^{\circ} 48' 30''$ E., or $1^{\circ} 20' 15''$ W. of Pagoda hill in Chusan.

The Miaotao group is composed of 4 principal islands, and some rocks or islets. To the west are the greater and lesser Heshan (or Black islands), the small middle island is Miaotao 廟島 (or Temple island), and Changshan (or Long island) considerably the largest, is the easternmost. The harbor for Chinese junks (which is the port of Tangchow foo), is the bay formed between Miaotao and Changshan.

From Toki towards the mouth of the Pei ho. From the Quoin, the Wellesley steered a W. N. W. course towards the Pei ho, carrying regular soundings 12 and 14 fathoms water until in latitude $38^{\circ} 41'$ N., and longitude $118^{\circ} 15'$ E., when it shoaled to $9\frac{1}{2}$ fathoms, and then decreased gradually to 6, in which depth the ship was anchored in lat. $38^{\circ} 55\frac{1}{2}'$ N., and long. $118^{\circ} 4'$ E. From this anchorage the land (which is very low near the entrance of the Pei ho,) could scarcely be distinguished in clear weather. By the Chinese, Pei ho is called 白河, or White river.

At another anchorage in 6 fathoms, in lat. $38^{\circ} 58'$ N., and long. $118^{\circ} 7'$ E., a fort at the entrance of the Pei ho, seen from the mast head, bore N. 87° W. by compass.

About 7 miles to the eastward of this anchorage is the southwest point of an extensive shoal, composed of coarse sand and rocks, to avoid which, when running in for the anchorage off the Pei ho, ships should keep 2 or 3 miles to the southward of $38^{\circ} 59'$ N., until the water shoals to 8 or 7 fathoms, when they may keep to the northward, anchoring so as to be sheltered from the sea which sets in during strong N. E. winds.

The Shaluyteën islands 沙壘田 are low and apparently barren. The Chinese name, which signifies 'fields of sand,' very well describes them. The southernmost of these islands has a small temple upon it, which, standing alone and upon an elevated spot, is conspicuous. We passed on two occasions about 8 or 9 miles to the southward of the island, carrying $12\frac{1}{2}$ to 14 fathoms, but the Volage had 20 fathoms within a mile of the island. The temple is in latitude $30^{\circ} 55'$ N., and long. $118^{\circ} 37\frac{1}{2}'$ E., by good observations taken both times in passing. W.

From the Quoin, the anchorage off the Pei ho is W. N. W., and the distance 46 leagues, with regular soundings of 12 and 14 fathoms. After a strong southeast wind, we were set considerably to the northward; therefore, in running to the westward, care must be taken to avoid the dangerous shoal off the Shaluyteën islands. The latitude of

Tides at the mouth of the Pei ho.

Bay of Tungtsze kow.

the southern island is $38^{\circ} 53'$ N., and longitude $118^{\circ} 45'$ E.; from this, the shoal extends about W. N. W. The northwest end bore from the anchorage off the Pei ho, which was in latitude $38^{\circ} 58'$ N., and longitude $118^{\circ} 8'$ E., N. 87° E., 9 miles. The southern part of the west end is very steep; in three casts we shoaled the water from where we lay at anchor with the shoal bearing N $\frac{1}{2}$ W., in 10 fathoms, to 8, 6, and 3. This part is composed of rocks and shingle, leaving a channel for junks between it, and a line of sand extending to the eastward. The depths of water over the bank are 1, $\frac{1}{2}$, and $1\frac{1}{2}$ fathoms; some places are dry at low water, with numerous fishing stakes, and affording shelter for junks. From the west end, the shoal trends to the northward and N. N. E., about 4 miles, and then eastward, making a channel for trading junks between it and the shoal that extends from the main.

Good anchorage and smooth water were found in lat. $39^{\circ} 1'$, and $39^{\circ} 2\frac{1}{2}'$, in 6 fathoms, particularly during northeasterly gales, at which time vessels off the Pei ho ride heavily.

In running for the anchorage, having sighted the southern Shaluy-teën, which is low and has deep water on the south side (17 fathoms $1\frac{1}{2}$ mile distant), steer due west, and do not come to the northward of lat. $38^{\circ} 54'$. You will soon shoal your water to 9, then 10, and 12 fathoms. The latter depth you will carry until the west end of the shoal is north of you. The soundings then will decrease, gradually towards the Pei ho, to 8 and 7 fathoms, when you may either haul up for the anchorage off the latter place, or more to the northward under the lee of the west side of the shoal.

High water at 10h. 45m.; rise and fall, 10 feet; at the anchorage off the Pei ho the flood tide sets to the northwest, and ebb to the southeast. Along the south side of the shoal, the flood follows the direction of it W. N. W., at the rate of $4\frac{1}{2}$ knots per hour at spring tides; and the ebb to the southeast at the rate of 3 knots; on the west side it sets to the northward, but not with so much velocity. *Pylades.*

H. M. ship Blonde anchored off the mouth of the Pei ho in lat. $38^{\circ} 56'$ N., long. $118^{\circ} 9'$ E., in 7 fathoms water. The rise and fall of the tide was 7 feet.

On the the 16th of August, the Blonde weighed for the watering place at Tungtsze kow, in Chinese Tartary. The delineation of the coast-line in this neighborhood in the Admiralty charts appeared correct.

Bay of Tungtsze kow 衛子溝. On the 18th of Aug., we were in lat. $39^{\circ} 45'$ N., and long. $120^{\circ} 3'$ E., in 8 fathoms water, when the towers on the Great Wall were distinctly seen, bearing from N. by W. to N., distant 5 leagues. Thence the ship steered to the eastward, having regular soundings in 11 to 16 fathoms, when, in lat. $39^{\circ} 12'$ N., and long. $120^{\circ} 24'$ E., the water suddenly shoaled to 10 fathoms; for a short period after which we had 16 fathoms, until approaching the anchorage which is in $8\frac{1}{2}$ fathoms; the north point bearing

Tides, &c., in Tungtsze kow Bay.

Tides in the gulf of Cheihle.

N. N. W. $\frac{1}{4}$ W.; village, E. $\frac{3}{4}$ N.; remarkable hill, E. $\frac{1}{2}$ S.; watering place, E. by N. $\frac{1}{2}$ N.; south point, S. $\frac{1}{4}$ W. The latitude was $39^{\circ} 30'$ N., and longitude by chronometer, $121^{\circ} 20'$ E., and by lunar observations, $121^{\circ} 16'$. Variation, $2^{\circ} 50'$ W. High water at 2h. 30m. Direction of tide, W. N. W.; rise and fall, 9 feet.

On a nearer approach to this bay, the north point appears abrupt, and is of a reddish color, sloping towards the north, and perpendicular towards the sea; it cannot well be mistaken for any other part of the coast. The bay is extensive, being 7 or 8 miles wide, and affords ample room for any number of ships; but within 2 or 3 miles inside of the point where the watering bay is, there is only $3\frac{1}{2}$ fathoms at low water, and it is prudent not to approach nearer. This is on the south side of the bay (長興) at Changhing opposite to (復州) Fuhchow on the main.

Tides in the gulf of Cheihle. At the anchorage off the Pei ho, about 16 miles from the land, it was high water on full and change days at 4 o'clock P. M. Flood tide set to the northwestward, and ebb to the southeast. Its velocity was $1\frac{1}{2}$ knot per hour during spring tides; rise and fall about 7 feet. At Toki and the Heshan group, the tides are very irregular. While at anchor off Toki, the stream ran 22 hours to the westward, while the water rose and fell by the shore. High water on full and change days about 8h. 30m.

9.—*Notices of Places on the Coast from Hainan to Amoy.*

[The following paper was in a great measure drawn up by J. R. Morrison, and published in the Chinese Repository, Vol. V., pp. 337-357. It has been carefully revised, and many additions made to it for the present work, the Chinese characters added to the names, and the whole rendered as good a guide to the islands and places lying in that line of coast as it could be. It terminates at Amoy, for, from that point, the preceding surveys combine all that is known. Its design is to enable the navigator to identify the places mentioned on the charts through the native pilots or fishermen, by showing them the name in Chinese; and the greatest care has been taken to get the proper characters from Chinese topographical works or maps. The native name has in many instances undergone strange alterations on our charts, so that when a foreigner pronounces them, the sound affords no clue to the native pilot in pointing out islands, or showing the way to those places not in sight. Thus *Samoa* has been changed from *Sam-moon*; *Lanton* from *Nam-tai-o*; *Lamma* from *Nam-a*; *Macao* from *A-ma-ngau*; *Twelien san* from *Tui-meen-shan* and others not quite so much transformed. The uniform pronunciation of the Chinese characters has not been attempted in

<i>Sketch of the Chinese Coast.</i>	<i>Four lines of coast.</i>	<i>1st and 2d lines.</i>
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this paper, but the names of places have been written as they are found on our charts. We purposely omit in this paper details of value only to the navigator, since Horsburgh's Directory must be in every one's hands, and there have been no late visitors to furnish us with any additional nautical information—at least none that is at present available.]

CHINA presents to the sea a long range of coast, for the most part rocky, extending from the gulf of Tungking in the S. W., to that of Chihle in the N. W., a distance of nearly 2000 miles. Along the whole of this extent, it is more or less exposed to the waves of the great eastern ocean, which are only partially broken by the peninsula of Corea, and by the islands of Japan and Lewchew. Beyond the peninsula of Corea, the coast of Mantchou Tartary, belonging to China, forms the eastern limit of an inland sea, called the sea of Japan; but the coast there has scarcely been visited. Deeply indented by numerous bays, gulfs, and inlets, and skirted by several very large, and many smaller, islands, forming between one another and the main land numerous straits and harbors, China has from the very earliest period possessed an extensive coasting trade.

The general outline of the Chinese coast has long been well known to foreigners, being delineated, with a considerable degree of accuracy, on the maps drawn up by the Jesuits. The useful surveys of captains Ross and Maughan, between 1810 and 1816, have made us acquainted with much of the southern coast, while the surveys of Kellet and Collinson, with some assistance from other vessels in the late Expedition, have enabled them to describe the northern from Amoy to Shanghai and beyond.

It has been remarked that China (confining the name to the eighteen provinces, or China proper,) is of a circular form, having but few interruptions, arising from projections and indentations. Its limits on the east and south are almost everywhere washed by the sea, and are equal in extent to its northern and western boundaries, which are conterminous with Mongol Tartary and Tibet. Looking at the coast alone, and excluding from view its few irregularities of gulfs and promontories, we would say that the form of China is octagonal, rather than circular, and that the coast forms one half of the whole figure, comprising four nearly equal sides. Starting from the mouth of the Annan keäng, 安南江 or river of Cochinchina, which forms the limit between the Chinese and Cochinchinese empires, if we draw a line of about eight degrees, in the direction of E. by N., with a slight curve to the southward, it will pass over the whole southern coast, excluding only the promontory of Luychow; which, stretching southward about 60 miles, is separated by a narrow strait from the island of Hainan. From Breaker Point, at which this line will terminate, we may draw a second line of about six degrees and a quarter in a N. E. direction, to the northern limit of the province of Fuhkeën. This line will cut all the principal headlands of Fuhkeën, and will terminate

3d and 4th lines. Coast from Tonking to Luychow foo. Hainan Strait.

at a small group of islands, marked in some maps as the Kewsan islands. A third line of about five degrees and a half drawn due north from these islands to the northern point of the embouchure of the Yangtze, will pass outside of the whole coast, except the headland south of the river of Ningpo, cutting in two the islands Chusan and Tsungming. A fourth line, of seven degrees and a half, drawn from the mouth of the Yangtze to Tientsin, in the direction of N. N. W., will cut the promontory of Shantung at its widest part, running nearly parallel with the rest of the coast, at a short distance off shore. From the termination of the fourth line, the gulf of Chihle runs up north-eastward between the narrow peninsula called the Prince Regent's Sword and the opposite coast of Chihle and Mantchouria, about three degrees; the Great wall meeting it about two degrees from its northern extremity.

The southern line of coast. The most western portion of the Chinese coast is the mouth of Annan (or Ngannan) keang, at the northern extremity of the gulf of Tungking, or Tonking. This gulf was frequented by European ships, trading with Tungking, about a century and a half since; but the trade has long been discontinued, and only scanty information is extant as to the navigation of the gulf; the little that is known has been collected together by Horsburgh. The gulf is about 35 leagues wide, having the coast of Tungking on the west, that of CochinChina proper on the southwest, with the promontory of Luychow and the island Hainan on the east, being open to the southeast. The western and northern coasts are said to be fronted by shoals and reefs, some of them projecting a great distance from the main land. A few streams flow into the gulf from the province of Kwangtung; and at the mouth of one of these is situated the chief city of the department Leenchow foo 廉州府 in latitude $21^{\circ} 38' 54''$ N., longitude $108^{\circ} 57' 20''$ E. From the difficulty that we find in gaining any information respecting this place, we infer that its trade cannot be considerable; and that it is probably carried on, for the most part, with Tungking and CochinChina. Kinchow 欽州 is the chief town of the district of the same name, and is situated on the river Kin, a few miles from its mouth in lat. $21^{\circ} 54'$ N. The western coast of the promontory of Luychow 雷州 is unknown. The strait that separates Hainan from the promontory is frequented by junks, and has on its southern shore, Keungchow foo, 瓊州府 the capital of Hainan, and a place of considerable trade, situated at the mouth of the Lemoo or Limou. This river rises in the centre of the island, and running through a course of above a hundred miles, in a northeast direction, discharges itself into the strait, opposite to the southern coast of Luychow. The Hainan strait is intricate, and by native pilots is said to be unsafe for large vessels, being lined by sands and breakers. Keungchow foo is represented as

Hainan I. Keungchow foo. Yeachow town. Sama bay. Yulin kiang bay.

a good harbor: it is in lat. $20^{\circ} 2' 26''$ N., long. $108^{\circ} 35' 40''$ E., and is much frequented by Chinese junks, and some of them are supposed to be not less than 400 tons burden; it has forts on each side of the entrance; the passage up to the city, which junks take, is called **牛始港** Niuche kiáng.

Hainan **海南** is a mountainous island, having however many level inland districts which are well cultivated, and on which are produced several tropical fruits that do not grow on the main land, in particular the areca or betel nut: the coasts produce cocoa nuts; and sponges of a very inferior quality are sometimes collected by the fishermen. The mountains are covered with thick forests, the resort of the aboriginal inhabitants, a race similar, it is said, to the mountaineers of Kwangse and Kweichow. The Chinese inhabitants are chiefly descended of emigrants from Fukien, and are spoken of by Gutzlaff, during his stay in Siam, where he met many of them, in terms of high praise. The island extends 55 leagues in a N. E. and S. W. direction, and is about 35 leagues in breadth. Its northwestern and western coasts are little known, but are said to be lined by shoal banks, extending 6 or 7 leagues from the shore. The coast on the south and southeast is bold, and may be approached very closely, with deep water near to the headlands. There are several fine harbors on the south coast, affording good shelter from the northeast monsoon. These have been partially surveyed by captain Ross, from whom and from Horsburgh almost the whole of the following details respecting them are obtained.—In all these harbors, there seems to be a difficulty in getting free supplies of good fresh water.

Yacchow **崖州** (Yait-chew) is the chief town of the southern part of the island, and is situated a little way up the river, which falls into the bay that bears its name, in lat. $18^{\circ} 21' 36''$ N., long. $108^{\circ} 43'$ E. The bay is described as having "some islets in it, and moderate depths for anchorage, but exposed to S. and S. W. winds." The town is on the north bank of the river, which runs into the bay in a westerly direction. Proceeding eastward, we pass Sychew bay, distinguished by a hill with a pagoda on it, and exposed to southerly and westerly winds. We next reach Sama **三丫** bay (so called it is probable, from a fort of that name near by), which affords anchorage for small vessels, inside a number of islets and rocks. A branch of the river of Yacchow falls into it on the N. E., and a walled town, the residence of an officer, stands near the western bank of the river.

Yulin keäng **榆林港** (Elm-forest rivulet), the bay of Yulin (or Yulin-kan), is separated from Sama by a narrow slip of land. It is in lat. $18^{\circ} 10' 30''$ N.; is well sheltered, except towards the S. W. S. W.; and was often, in former days, a wintering place for vessels driven off the Chinese coast in the N. E. monsoon. To the northward of the anchorage, is a lagoon or inner harbor, well sheltered

Galong Bay. Lingshwuy Pt. Teënfung Rock. Tinhosa I. Wanchow.

from all winds, but affording entrance only to small vessels. On the eastern shore are a fort and several fishing villages, but no town.

Galong bay is separated from Yulin keäng by high land, between four and five miles broad, forming the southern extremity of Hainan; the most prominent part of which is in lat. $18^{\circ} 10' N.$, long. $109^{\circ} 34\frac{1}{2}' E.$ The bay affords good shelter, except from southerly and S. W. winds; and, if moored *under fairs* behind an island, complete shelter may be obtained. We are unable to find the name of this bay in any Chinese maps. Horsburgh thus speaks of it: "Having been disabled in a typhoon, in the *Gunjavar*, September 24th, 1786, we were obliged to take shelter under Hainan, and remained in Galong bay until the 1st of April following; we walked inland at discretion, and found the natives very inoffensive. The island abounds with wood fit for fuel, but none of the timber seems durable, or proper for ship-building."

Lingshwuy 陵水 (Lieong soy), or Tungtse Point, variously named from two towns in its neighborhood, is distant about 24 miles from Galong bay, in latitude $13^{\circ} 22' 30'' N.$, long. $110^{\circ} E.$ The intervening coast is a continued curve, forming a considerable concavity, and having the town of Tungtse on the west, and that of Lingshwuy on the north. The latter is a place of some trade, situated near the head of a small lagoon, which is entered by a narrow and very shoal channel from the anchorage near Lingshwuy Point. This anchorage is very much exposed, and is safe only in the northerly monsoon. The surrounding country is well cultivated, forming a beautiful plain, with high land in the background. From this point, the eastern coast becomes more level, the high mountainous land being visible only in the distance. The land is better cultivated than on the south, and produces great numbers of cocoa nuts.

About ten miles E. by N. from Lingshwuy Point, is Teënfung 天峯, about $18^{\circ} 29' N.$, a cluster of large rocks, which, from one of them being higher and whiter than the others, has acquired the name of Sail Rock. It is thus mentioned in Gutzlaff's first journal: "On the 10th of July, we saw T'ënfung, a high and rugged rock. The joy of the sailors was extreme, this being the first object of their native country, which they espied. Teënfung is about three or four leagues distant from Hainan." Beyond this, no place of shelter is met with on the east coast of the island, with the exception of a bay on the west side of Tinhosa island, in latitude $18^{\circ} 46' N.$, longitude $110^{\circ} 29' E.$, or $3^{\circ} 15' W.$ from the Grand Ladrone. In the neighborhood of this island is Manchow, or Wanchow, (the chief town of the district,) of which an account is given us by Mr. J. R., a gentleman, supercargo in the East India Company's service, who was wrecked on the coast in a typhoon, in the course of a voyage from Macao to Cochinchina, in 1819. He reached the land about twenty miles S. E. from Wanchow. "The whole coast," he says, "as far

<i>Taya Is.</i>	<i>Coast of Hainan.</i>	<i>Fishing-boats.</i>	<i>Chikkan.</i>	<i>Nowchow.</i>
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as the eye could ascertain, was lined by a most dangerous reef of rocks, mostly high out of the water, and extending one league from the shore." It was hereabouts, to the westward of the Taya Is., that the Sunda was lost in Oct. 1839. Proceeding along the coast, if the weather be calm, we find ourselves sailing among fishing-boats and stakes, until we have passed the island of False Tinhosa, the high mountain Tung-an, the Taya islands and Hainan Head; the last in lat. 20° N., and long. 110° 57' E.

Before finally leaving Hainan, we cannot refrain from subjoining a few remarks from captain Ross. "From my own observations, (he says) when we were near the shore, and from the information of a very good Chinese pilot we had on board the Antelope in 1810, it appears that the east coast of Hainan does not afford any place of safety for a ship to anchor in, and the bottom was in many places mixed with coral rock. * * * In the few communications we had with the people of Hainan, they were found to be civil, and ready enough to part with refreshments when the mandarins were not present; but whenever the latter appeared, they proved just as arbitrary and rapacious as we found them on the coast of China. From what I observed, I am inclined to believe that a number of bullocks may be obtained on Hainan, as they appeared to be plentiful, though small. There are numerous fishing-boats belonging to Hainan, that are built of a very hard and heavy wood (instead of the fir of which the Chinese boats are built), and that sail fast: many of them every year go on fishing voyages for two months, and navigate to seven or eight hundred miles from home, to collect the *bicho de mar*, and procure dried turtle and sharks' fins, which they find amongst the numerous shoals and sand-banks that are in the southeast part of the China sea. Their voyages commence in March, when they visit the northern bank, and leaving one or two of their crew and a few jars of fresh water, the boats proceed to some of the large shoals that are nearly in the vicinity of Borneo, and continue to fish until the early part of June, when they return and pick up their small parties and their collections. We met with many of these fishing-boats when we were about the shoals in the China sea."

The height between Hainan Head and Teënpih heën, forming the eastern coast of the promontory of Luychow, is unknown to us. Chikkan is a place frequented by the Fuhkeën junks on the northern side of the straits, nearly opposite to Keungchow. Chetingfow, which has received the name of Nowchow, probably from one of the neighboring islands, is on one side of an estuary, into which flows a river of considerable size, and some inferior streams. Several miles up the larger stream is Hwachow 化州, and still further the city Kaouchow 高州府. On the eastern point of the estuary is situated the town of Wochuen heën, 吳川縣 or Ouchuen, said to possess a good but small harbor. Nowchow is described by Horsburgh, as a

Tienpak and its harbor. Taefung kioh I. Haelingshan I. and harbor.

small port, dangerous to enter; but when in it, affording good shelter. He adds that it was a rendezvous of the pirates; and that the *Maria*, a Portuguese ship, went into the place for water, and was captured by them. It is in lat. $20^{\circ} 58' N.$, long. $110^{\circ} 26' E.$ The native trade between Fukien and places west of Teënpih, appears to be of a very trifling nature, consisting chiefly of coarse soft sugar, the sugar of cocoa nuts, ground nuts, and some other fruits, manure, &c., for which the people of Fukien give in exchange the coarsest of their manufactures. The timber of Hainan is in a great measure appropriated by the emperor; but some of the finer kinds are brought to Canton, and wrought into articles of luxury and taste. The trade from Teënpih, at which we now arrive, consists almost entirely in salt, manufactured by evaporation on the mud flats of the bay, that are almost wholly dry at low water.

Teënpih heën 電白縣 (or Tienpak) was at one time, we believe, frequented by European vessels as a place of trade; and is said to be, even now, a place where more hospitable reception may be met with, than in most other ports of the south coast of China. The usual anchorage for foreign vessels is under the hilly islands which lie off the bay of Teënpih. Foongkyche 鳳雞子 lies about $1\frac{3}{4}$ mile west of Paukpyah 博賀? Lintoa 蓮頭 is at the entrance of the harbor, and on Chinese maps is represented as an island. The Chinese harbor is nearer to the town, which lies at the head of a shallow bay, and can be reached only at high water, in boats, through canals intersecting the muddy flats by which the bay is filled up. The bay is surrounded by high land on the north, east, and south: a rivulet flows into it on the northwest, and wears for itself a channel, which affords depth of water sufficient for Chinese junks. Taefung kioh, 大放角 the outermost island in the roads, is in lat. $21^{\circ} 22' 30'' N.$, long. $111^{\circ} 13' E.$ The town is walled, and is the residence of a magistrate: it is of considerable extent. Leaving Teënpih, we pass by a few unimportant islands and places, as Tychook chow 竹洲 or Bamboo I., Chinchow 青洲 or Green I., Songyue Point 雙魚 or Double Fish Head, the Brothers, & Káupei chow 校杯洲 till we reach Haelingshan 海陵山 (or Huiling san). This is an island of considerable size, separated by a narrow channel from the main land on the north; having on the west a safe, but confined, harbor; and on the northeast an extensive shoal bay that has not yet been explored. The harbor of Haelingshan is formed by a high point of land called Mt. Lookout, and two small islands called Mamee chow 馬尾洲 or Horse-tail I. on the south; by other high land on the island, it is sheltered from easterly and N. E. winds, and by distant high land on the main, from westerly winds. Haelingshan is high and mountainous, but with some well cultivated places. One

Ta-aou to Canton R. Hachune I. and channel. Kwanghae wei. Keangmun.

elevated peak is named Sugar-loaf hill. The main land in the neighborhood is mostly low, with high land seen in the distance. We now begin to perceive our proximity to the river of Canton; and are entering upon the extensive archipelago, which lying off the embouchures of this river, is frequently the resort of pirates, and for the most part inhabited by a class of people ready at any time to lay aside their peaceful occupations for the sake of plunder. In this neighborhood it is not difficult to procure a pilot, or to forward any letters to Canton. There has been more than one overland journey from Haelingshan to Canton, performed by shipwrecked Europeans; but from the constraint exercised upon them, they have gained but little information. The cases of the Bee, captain Warden, of the boat's crew of the Argyle, and of the crew of the Sunda, are fresh in the memory of most of our readers.

The islands which extend from Ta-aou to the river of Canton, form an almost unbroken chain, running nearly parallel for some distance with the coast of the main land, are separated therefrom by a channel, in some parts open and clear, in others nearly closed up by islands. Setting sail from the harbor of Haelingshan, and passing among several little islands—the Mandarin's Cap, called Fanshik 礮石 or Alum rock, Naipang 南澎 or South Paps, Quoin (Laitau shan 犁頭山 or Ploughshare I.), Tywok 大鑊, or Great Caldron, Ncewok 二鑊 or Small Caldron, and others—we leave on our left the bluff headland of Ta-aou 大澳, with its bay and fortified village, and enter the channel, which we have mentioned, on the north of Háchune, 下川 (Heächuen, or False St. John's). As soon as we have taken a cursory survey of this channel, we will return and continue our course on the outside of this and the other islands.

Soon after entering the channel, we find on our left the town of Wangkaou sze, the residence of a civil magistrate. A little further, and nearly due north from Shanghuen 上川 or St. John's island, is the military town of Kwanghae wei, 廣海衛 a place at which the Jesuit missionaries formerly, on some occasions, landed, at a time when their entrance into the country received the sanction of the government. Between St. John's and the next large island are several smaller ones; and north of these lies the island Toonkoo or Toonko, which nearly blocks up the channel. A narrow strait between it and the main land, passing in the neighborhood of the town Changsha tae 長沙台, brings us out again into broader and deeper water. We are now at one of the embouchures of the river of Canton, which leads us towards Keängmun 江門 i. e. River's-mouth, a considerable trading town in the immediate neighborhood of Sinhwui heen 新會縣. Keängmun is situated at the point where the

The Broadway. Course of the river above it. Hachune I. and anchorages.

river, flowing under the walls of the city Sinhwuy heën, unites itself to that arm of the Canton river, which, leaving the main stream a little to the westward of Sanshwuy (or the Three streams), N. W. a few miles from Canton, flows southward and eastward towards the sea. Nature and art have combined to join many parts of its course with the more eastern arm, which, passing by Heängshan, discharges its waters into the 'Broadway,' whither we now proceed in our survey. Keängmun is a favorite resort for many of the junks which trade with the Indian Archipelago, and has constant intercourse too with Canton, Macao, and the intermediate towns.

Departing from this place, we enter a narrow channel among islands, and passing by the town of Hwangleäng too, 黃梁都 where are many junks, we presently arrive in the Broadway, (part at least of which is called Haksha yeung 黑沙洋 'Black sand sea,' on Chinese maps,) and find ourselves at the entrance of the 'Narrows' leading up to Heängshan heën 香山縣. The arm of the river which terminates here, leaves the main stream on the west side of Canton. A little above the Bogue, their waters reunite, but only in part. Below the Bogue, also, the more western arm communicates in several places with the large estuary, over which the islands of the Canton river are scattered. The extensive and hilly island of Heängshan forms an effectual barrier to any further union of waters, until their disembogement a few miles west of Macao, at the place where we have now returned. Beating down the Broadway, we may either reach Macao by a short passage between two islands, or may pass out between Langpetau or Lampaçau, and Montanha islands, when we shall find ourselves a few miles northwest of the Great Ladrone.

We now return to Hachune 下川; but we pass over the names and situations of the numerous smaller islands around it; since should any one desire to burden his memory with their names, he will easily find them in the Directory. Mongchow 濟洲, a little to the westward of Hachune, is the only island in that direction, which affords anchorage for ships. Hachune is elevated, and is about eleven miles in length, extending in a N.E. and S.W. direction. An anchorage on the west side of the island, where are two small bays, affording shelter for vessels of light draft, is called Hachune road or bay. But what is regarded as the harbor, is on the south side of the island, in Namo, or Nan-aou chung 南澳涌 'South bay.' A village at the bottom of the bay, and an islet which shelters it to the S.E., have both also received this name, though primarily, as its signification testifies, it is the name of the bay itself. On the west and south, the harbor is sheltered by a long projecting point of land; the S.W. end of the island, in lat. $21^{\circ} 35' N.$ and long. $112^{\circ} 31' 30'' E.$, has seven and eight fathoms water close to it. The high land which rises on the north and east shelters the bay on those sides. There is no harbor on the eastern side of the island.

St. John's or Sancian I. *Sattye Bay.* *Islets east of it.* *Lampaçao.*

About fourteen miles east from the S. W. point of Hachune is the south end of St. John's. Between these two, lies a group of islets called the Five Islands, i. e. Round I., Wongpú chow 黃甫洲, or Cricket I., Pepa chow 琵琶洲, and two other smaller ones, which is the only interruption in a passage, free from all hidden dangers, and having from five to six fathoms water, on a soft ground. St. John's or Sam João, received its name from its first visitors the Portuguese, by a slight change of the Chinese name, Shangchuen. It is also called Sanshan, or as first written by Matthew Ricci, Sancian. The island is five leagues in length, N.N.E. and S.S.W., and, in coming from the east, appears as if separated in the middle, whence it has often been supposed to consist of two islands. There are several bays on its N.W. and western sides; Shittoe or Sattye bay 沙底 is the best known. That of Sanchowtang 三洲塘 on the northwest appears to have been the one usually frequented by the Portuguese traders, and is the place where Francis Xavier is interred. It was then called Tamáo, that is, according to Portuguese pronunciation Tá-ngao, or Ta-aou, the Great bay. The Portuguese first traded here in 1517. In 1521 they were expelled. They afterwards returned; but before 1542 they appear to have almost deserted it for Lampaçao, to the eastward. It was in 1552, that Xavier died here.

Leaving the navigator to draw his information respecting the other bays, and respecting the neighboring small islands, (as Wy-caup 桅夾 i. e. the Mast-stock, Lieu-chew or Woo-choo 烏豬 the Black Hog, the Wizard rocks, E-kam 二金 &c.,) from Horsburgh, we will pass by Tykam 大金, Coucock 鼓角 i. e. Drum Head (which affords anchorage and shelter from N. and N.E. winds,) Tymong, Tyloo, Sanchow or Santsaou 三竈, until we reach the island Wongkum, 大橫琴 Hwangkin, or Montanha. Between this and Santsaou is the entrance to the Broadway, which we have before mentioned. Here we look in vain for the particular island, which, under the name of Lampaçao (Langpihtsaou 浪白竈), was once, for several years, the residence of many Portuguese merchants. None of the islands lying outside, between St. John's and the Montanha, afford sufficient shelter against all winds; and we must therefore seek for it within the entrance of the Broadway. It is strange that a place, where, in 1560, there were said to have been 500 or 600 Portuguese constantly dwelling, should now be entirely lost to the recollection of men living no further from it than Macao. The island was occupied by the Portuguese in 1542; in 1554 the trade was concentrated there; in 1557, Macao began to rise into notice; and 1560 is the latest date at which we find any mention made of Lampaçao; but it was then, apparently, a flourishing place.

To Broadway. Ladrone, and islands E. Gr. West. channel, and islands E.

The Broadway has sufficient depth to admit a large ship a considerable way up; and may therefore be useful in a gale to vessels that have parted from their anchors. The Montanha, Mackarera, 小橫琴, with Ballast I. or Mongchow 芒洲, and the Lappa islands, with part of Heängshan, bound it eastward: Santsaou, Pakting I. 白籐山 i. e. White Vine hill, and several other islands, westward. All these islands are elevated.

We must pass rapidly through the well-known harbors and among the islands in the estuary of the Canton river, merely mentioning the names of the islands and places as we proceed. With Tyloo and Santsaou on our left, as we enter from the southward, we have on our right the Great and Little Ladrone, (called Manshan 萬山 or Lo Manshan 老萬山, i. e. Old Ten thousand hills,) and Potoe; and further east, a little to the southward, commences a line of rocks and islands, of which the Asses' Ears is the most conspicuous point. the first is called Gap rock or Mamme chow 馬尾洲, beyond which several rocks and islets occur, of which Mun chow 蚊洲 or Musketo I., and Ping chow 平洲 are the largest, leading easterly to Yung-hoy 湧鞋 or Yung-gai 容涯 and Kaipong 雞彭, or the island of which the highest peak is the Asses' Ears (called Keemchung me 鉗虫尾 i. e. Claw Pt.). The Lema islands consist of three principal islands, the largest and most easterly (called Tamquan tow 擔棍頭 i. e. the Carrying-Pole head) being inhabited; between the Grand Lema and Yachow 也洲 is a channel called Yatmoon 一門 i. e. First passage, and between Yachow and Echow 二洲 is another channel, called Emoon 二門 i. e. Second passage.

The Ladrone, from its height and position is the standard landmark for vessels entering by the Western channel. Northeast of the Great Ladrone is Potoy I. 蒲台 i. e. Mat-grass terrace, and beyond that, Great and Little Chookchow 竹洲 or Bamboo I. N. W. of Potoy is Tongho or 東澳 Tung-o, sometimes written 塘蠔 Tongho), on the eastern side of which is Boddam's cove, where one of the Company's ships drawing $21\frac{1}{2}$ feet, once rode out a typhoon safely. North of Tongho is Leungneet (or Leung-eep 兩葉 i. e. Two Leaves) consisting of a larger and a smaller islet; Wongmow or Wung-hoo 黃茅 lies west of the latter, and still further west is Potoe 蒲台 or Passage islet, a flat sloping rock, lying nearly in mid-channel, bearing N. W. by N. from the Little Ladrone. Proceeding northward

Typa. Macao Roads. Inner Harbor. Lappa. Kumsing moon. Lintin I.

Tylo chow 大流洲, Tylok 大碌, and Sylok 細碌 i. e. Gr. and Lit. Rock, Pyramid I. or Samcock 三角 i. e. Three-peak I., and Chung chow 清洲 called Water I. on the charts, all lie nearly opposite Macao on the eastern side of the Great Western Channel.

Facing it on the west, are Ko-ho 九澳 or Apomee 亞婆尾, and Typa quebrada or Tan tsai 潭仔, the outer point of which is called Cabareta Pt. or Kaikeng tow 鷄頸頭 Cock's neck head. Between these two islands is the entrance to the Typa anchorage, called Shaptsz' moon 十字門 i. e. Cross-gates; which is between Typa I. and Mackerara, looking northward on Macao. Macao Roads, called Sha lek 沙瀝 are wholly open and undefended; the Inner harbor is small and shallow, and the approach to it rather difficult, but it affords good shelter. The entrance to it is around the south end of Macao, passing inside of Pedra Areia, a rock under water off the Bar Fort. The vessels lie near the town; on the opposite side is the Lappa or Padre I., called Tuymeen shan 對面山 i. e. Opposite hills (750 ft. high), where the Portuguese were formerly permitted to reside, and where are now to be seen remains of buildings. Monkey I. or Malow chow 馬騮洲 lies off the Bar Fort, at the southern entrance, and Green I. or Tsing chow 青洲, at the northern end of the Inner Harbor. The passage through to Casa Branca or Tscenshan 前山 north of Lappa I. is too shallow for anything but small boats.

Kumsing moon (Kinsing mun 金星門 i. e. Golden-star anchorage) is a fine bay on the eastern side of Hiangshan I., about twelve miles north of Macao, from whence it may be reached overland. It is screened on the east by the island of Kee-ow 淇澳 and a large fleet used to lie here in the summer season. The entrance is deep close to the southern shore. Beyond this anchorage, the coast of Hiangshan trends off to the N. W., till it meets the Broadway channel. The Nine Is., called Kow chow 九洲 or Kow sing 九星, i. e. Nine stars, lie off the Barrier (called Kwan-chap 關闌) between Macao and Kumsing moon.

Lintin I., (called Lingting 伶仃 i. e. the Lonely One,) is a conspicuous island in the bay above Macao; the anchorage is on the southwest side, and is safe only in the northeast monsoon; it has not been frequented by foreign ships for the last four years. The Bogue or Bocca Tigris, (a translation of Foo-moon 虎門 or Tiger's

The Bogue, and places near. Sea of Lions. Two Bars. Whampoa. Pagodas.

Gate, the Chinese name,) is about 30 miles distant from Lintin N. N. W. As you pass up, the main land on the east is the hills of Sunoan; Lankeet I., or Lungute 龍穴 i. e. Dragon's cave, and Boat I., or Sampan chow 三板洲 lie on the left near the Bogue. Chuenpee 穿鼻 (i. e. the Bored nose, from a hole in a rock near by,) and Tykoktow 大角頭, i. e. Gr. Horn head, are the first points on each side above Lankeet. The fort on the low point called Chuenpee Pt. is called Shakok pautoy, and guards the entrance into Anson's Bay. Through this bay a channel leads up to Chunhow 鎮口 an admiral's station behind Anunghoy Ft., where in 1839, Lin destroyed the opium delivered up by captain Elliot.

Anunghoy Ft. 亞娘鞋 i. e. Girl's shoe, now rebuilt, is opposite Wangtong on the east. North and South Wangtong, 橫檔 i. e. Thwart-the-way, are admirably situated for defending the passage; there is a station on North Wangtong where ships passing by report themselves. Opposite and above Anunghoy is Tiger I., called Taifoo 大虎 Great Tiger I., and beyond it are E-foo, and Samfoo, or Tiger I. Nos. 2 and 3. We are now fairly within the Chookiang 珠江 or Pearl river, one of the largest streams in Southern Asia. The reach from the Bogue to First Bar is called Sz'tsz' yeung 獅子洋, i. e. Sea of Lions, and the land on each side is low and well cultivated. Second Bar Pagoda is called Fow-leen tap 浮蓮塔 i. e. Floating lotus pagoda; but it is also known by the name of See-chee tap from the name of the reach, Sz'tsz' yeung. The Bar is known as Ho-tun tseen 蠔壑淺 Oyster-heap shallows, from a creek of that name near by. Above First Bar, (called Tai ho 大蠔) the Brunswick rock, called Yu-tow shek 魚頭石, Fish-head Rock, occurs. Near it the 東江 Tungkiang or East river, comes in from the eastward. Whampoa anchorage, 黃埔 i. e. Yellow anchorage, takes its name from a village at the south end of the island, having Danes I. and French I. (佛蘭西岡 Fatlansai kong) on the southern face. Whampoa pagoda, called Pachow tap 琶洲塔 i. e. Lyre I. pagoda, is in the middle of Whampoa I. or Lyre I.; and Lob-creek pagoda, called Chikkong tap 赤岡塔, is on Honam I., both of them conspicuous objects in going up the river. A fort, called Howqua's Folly, or Taisha tow pautoy 大沙頭炮台 used to stand at the western point of Whampoa I., but has now been

Dutch Folly. Fansyak, Toonkoo. Kapshui moon and Kaichap moon. Lantao.

removed to Leeptuk 獵德 on the opposite northern bank; Napier's Fort, or Sun Shame páutoy 新沙尾炮臺 is opposite Howqua's Folly on the east end of Powder I., or Taishatow 大沙頭. From this point, we soon reach the Foreign factories, passing close by Dutch Folly, or Hoichoo pautoy 海珠炮臺 i. e. Sea-pearl fort. —We must now return to the Bogue.

Proceeding in a S. E. direction from Chuenpee, we pass by several islets on the coast off the district of Sunoan 新安縣, of which Fansyak or Fanshek 礮石 i. e. Alum Rock, and Mahchow 孖洲 are the outermost on the west, and reach Urmston's bay, a safe anchorage off Toonkoo I. 銅鼓 i. e. Brass Drum. Passing on, by Sawchow 筲洲, or Basket I., we open out the Capsing moon, or Kapshui moon anchorage, south of Castle Peak. The opium ships formerly lay here in the summer season, but it was found an inconvenient, out-of-the-way place. The passage is much used is going from Macao to Hongkong, and is safe from all hidden dangers; Chulocock 赤瀝角 is a large island on which are granite quarries; and beyond it eastward are the E. and W. Brother, (Shéung moteo 上磨刀 and Ha Moteo 下磨刀 i. e. Upper and Lower Knife-grinder,) after which we enter the Kapshui moon 急水門 i. e. Swift-water passage, and reach Hongkong bay. A small islet, called Makwan on the charts, and which may be the Ma-on 馬鞍 or Saddle I. of one Chinese map we have seen, lies in the middle between Lantao and the main; the passage north of it is called Kaichap moon 鷄閘門, and towards the northeast, there is a bay protected by the island Chungyue on the south, which affords good anchorage, is perfectly landlocked, and was the principal rendezvous of the pirates in the early part of this century. It was examined by a party of foreigners several years ago, and pronounced to be one of the safest harbors in the world. As you pass into Hongkong harbor, Wanchun chow 溫珍洲 (otherwise correctly called Yeung-shune chow 仰船洲) lies on the northern side, a red colored and barren islet.

Lantao, the largest island in the estuary below the Bogue, is about 15 miles long, and $5\frac{1}{2}$ in its greatest breadth; its peak is about 3000 ft. high, and is the loftiest summit in this region, but foreigners have never been to the top. It has several villages on its shores, and a fort, called Sheksun pautoi 石筍炮台 on its S. E. side; the village Tyho 大澳 on its eastern shore has given name to the whole island on our charts, but it is usually called Taiyu 大

Islands south of Lantao. Lema channel. Lamma I. and channel. Hongkong.

嶼 i. e. Gr. Island, by the Chinese; the town Toongchung 東涌 on the north shore opposite Chulocock I. is the largest on the island. Lantao forms part of the northern bound of the Lantao or Lema passage, the entrance for vessels from the eastward. South of it, the sea is filled with islands of various sizes, few of which are inhabited, having, generally, safe passages, among them. On the south side of the channel at the S. W. of Lantao are three large islands, the southernmost of which is called Laf-sam-e, or more correctly Lapsap me 攞撻尾 i. e. Lumber tail; between the one N. W. of it and Chungchow sye, is the passage Ngow-tow moon 牛頭門 i. e. Ox-head passage; this last island is also called Yungshoo tow 榕樹頭 i. e. Fig-tree Pt.; but it is down on some charts as Chungchow sye, though probably incorrectly. E. and W. Chichow 芝洲 or Hemp I. (or Tsat chow 七洲 Seventh I.,) lie on the south of the channel, and the Socko chow Is. 石高洲 i. e. High Stone I., and Achow 鴉洲 or Crow I., on the north side.

In the Lema channel on the south, between Lingting I. (called Ngoi Lingting 外伶仃 or Outside Lonely One), and the Asses Ears, are the Samoan Is., strangely corrupted in Horsburgh from Sammoon 三門 or Three passages; and W. of them is Ichow or Aichow 矮洲 i. e. Low I. On the eastern side, as we pass up by the Lamma channel to Hongkong, the Lamma I. is the largest island; its name is corrupted from Nam-a 南丫 'the Southern fork,' through the similarity of the two sounds, *nam* and *lam*; it is a large island, and contains several villages. On the western side, Cheungchow 長洲 or Water I., containing a pretty large population, is the most conspicuous and best known. Northerly from it lies Nykoo chow 尼姑洲 or Nun's I., and one or two other small islets, with Cow-ee chow 校椅洲 i. e. Arm-chair I., which has sometimes given name to the channel. This leads us again into the harbor of Hongkong. Passing through this harbor, the barren jutting point of Tseemsha tsuy 尖沙嘴 i. e. Peaked-sand beak, upon which are some huts, is the principal point on the northern side; beyond this, the bay of Kowlung 九龍 'Nine dragons,' runs up inland, and when opposite the N. E. point of Hongkong, runs out in another point, the two forming the Lyee moon 鯉魚門 i. e. Carp passage, through which vessels proceed to sea eastward. Tytam 大潭 is the name of a hamlet and bay on the south side of the island of Hongkong, and Chekchoo 赤柱 is a village west from it. On the S. W. side, there is a cove and a cas-

Tytam bay and islands off it. Lyee Moon. Tathong Moon. Mir's bay.

cade, where ships used to water, named Hiángkiáng 香港 'Fragrant streams,' which has given name to the whole island.—It may here be mentioned, that the Chinese give the name of *chow* 洲 islet, or *shan* 山 hill, only to small islands which can be taken in at one view; consequently, Hiangshan, Lantao, and Hongkong, are not called islands.

Several islets are seen in the offing southward from Tytam bay, and between it and them is a channel, called Singshee moon on the charts, but which in Chinese books is called Sheungchoo moon 雙箸門 i. e. Pair-of-chopsticks passage. The principal of these islands is called Pootoy 蒲台 (a favorite term it would seem for islands hereabouts, as there are three of that name); Lochow 老洲 is that nearest Tytam bay, and due east of it are Sonkoo and Waglan; the former of these is called Sungkeung 送羌 in Chinese maps. We have now reached the eastern limits of the estuary of the Choo kiang; from the bay of Hacling shan to the Grand Lema being nearly a hundred miles. From hence to Amoy, our remarks must be brief, and we shall only give the Chinese names for the most important places.

Tathong Moon (Tatung mun 大東門 Gr. Eastern passage, called on some Chinese maps 佛堂門 Fuhtang mun 佛堂門 'Budha's Temple pass',) is a passage between the east side of Hongkong, and a bluff point on the main land, off which is a small island named Tamtoo. It leads from the southward into the Lyee Moon passage, north of Hongkong. A little northward of the bluff point is a small bay, which will afford shelter during a gale. Taking a fresh departure from hence, we bend our course northward, with but a little easting, the land now trending in that direction, passing by Wochow 菓洲 and Ninepin, and enter Typo hoy (Tapäng hae 大鵬海) or Mir's Bay. This is a deep bay, of which the southwestern shore is but a few miles to the N. E. of Kowloon. The military town of Tapäng is not in this bay (to which it gives name), but on the other side of a narrow piece of land by which this bay is separated from a deeper gulf to the eastward. Mir's Bay affords good anchorage on its eastern shore, and shelter from all winds except those between S. S. W. and S.

Rounding the promontory which separates Mir's Bay from the adjoining gulf or inlet, we pass Single island or Chuenchow 專洲 and Toonecang 沱寧 on the west, Mendoza island on the east, and enter the gulf. On the left, well protected by the promontory, is the town and harbor of Tapäng or Typoong; on the right, beneath an elevated point of land named Fokai Point, is the fortified town of Pinghae 平海, and a bay with a fine sandy beach, named Harlen's

Hunghae bay. Fokai Pt. Pedra Branca. Kheeseak. Cupchee bay.

or Pinghae Bay. At the bottom of the gulf are numerous villages, and an inlet called Fanlo keäng, at the head of which a fine town is situated. This last cannot be approached, the water being too shoal. Tapäng harbor yields to small vessels perfect security, and to large ones protection from southerly winds. Harlem's bay affords protection against a northern or northeast gale; but cannot be considered safe in a tyfoon.

Having rounded Fokai Point, passing by Tungteng 東 旋 and Saiteng 西 旋, we approach another bay, shoal towards the upper part. This is the bay of Hunghae, in the district Haefung heën 海 豐 縣, pertaining to the department of Hwuychow foo. It is open to the south. On the east side is a town, Taeshame, 大 沙 尾 or Tysammee, and further in a village named Makung. The anchorage in the inlet of Taeshame is confined, and the entrance shoal. Salt is prepared here in large quantities by evaporation.

Off the western side of Hunghae bay, distant 19 miles S. 42° E. from Fokai point, and 49 miles eastward of the Great Lema, is a large white rock, named by the Chinese Taesingchan 大 星 簪, i. e. Great Star Pin, and by foreigners Pedra Branca. This name is often, from ignorance, written Pedro Branco, and sometimes also Pedro Branca.

As we leave Taeshame, we stand off a little from the coast to avoid the rocks which here line the shore. The sandy and sterile appearance of the coast is still almost everywhere retained. After a course of about 20 miles, we enter the bay of Kheeseak (Keësheih 碣 石 or Keshek), having on our left Shalung Point, with another headland, a little to the northward; and on our right the rocky islets Seekat 西 桔 'W. Kumquat,' and Tungkat 東 桔, and the fort and city of Keësheih, called by Horsburgh Hieche tchin. This is a naval station; and here is a fleet of war junks, under the command of a vice-admiral. The bay has good anchorage, affording shelter from westerly and northerly winds, and from the northeast monsoon, but would not probably be oftener used.

Leaving Keësheih, we proceed along a sandy and hilly coast, turning a little to the northward of east. A point named Wootang (Ootong 湖 東) projects a little from the otherwise unbroken beach, and on it is a fort. Beyond this the coast curves slightly around 田 尾 漂 Tongmi Pt., and we find ourselves in the bay of Cupchee or Keätsze 甲 子 港, if to so slight a curvature we can apply the name of bay. An arm of a river here disembogues, and on its banks, a short distance up, stands the town of Keätsze. "Cupchee," says Mr. Lindsay, when visiting it in the Lord Amherst, "is a walled town of some magnitude, and the river admits the entrance of large junks. Three war-junks of the largest size were lying here. * * *

Breaker Pt. Shintseuen. Tsinghae. Haimoon. Cape of Good Hope.

The general appearance of the coast (he adds) is barren and arid in the extreme. Little or no rice is cultivated; but the ground yields wheat, Barbadoes millet, various kinds of vegetables, and sugar cane. One of the principal productions appears to be salt, which is made by the evaporation of sea-water. Numerous salt-pans are to be seen in the vicinity of all the towns along the coast; they are laid out in plots of about 50 feet square, and paved with small red stones, which give them a neat appearance."

Beyond Keätsze, as we approach Breaker Point, called we think on Chinese maps Lienhwa fung 蓮花峯 i. e. Water Lily Pt., we find an extensive sandy beach, slightly curved. At the deepest part, a small stream falls into the sea. On the left bank of it, a little way up, is Shintseuen 神泉 'Divine-fountain,' a large town, with numerous fishing boats. A few miles further on, in lat. 22° 56' 45" N., long. 116° 31' 30" E., is a low and rocky point, having within it some hummocks of black rock and red sand. The distance is about 23 miles from Keätsze, and nearly 50 from the Great Lema. This is Breaker Point. "The coast for several miles is here," says Mr. Lindsay, "one continued mass of sand; two hills of peculiar appearance, and nearly 400 feet high, were half covered with the sand, which looks like drifted snow."

The southeastern line of coast. Immediately after rounding Breaker point, the limit of our southern, and commencement of our southeastern line, we pass a small town named Chinghae 靖海 or rather Tsinghae. We need hardly remark that this is not the district town of Chinghae, which is farther to the northward, and is a large commercial place. A little north of Tsinghae is the entrance of a small river, named Haemun 海門 or Haimoon, a naval station, and a place of some trade, which was visited several years ago by vessels engaged in the opium trade, but without success. The Cape of Good Hope lies to the northeastward of this, in lat. 23° 13' 45" N., long. 116° 50' E.; this headland is, we believe, near to Kwanggaou or Kwong-o 廣澳 on Chinese maps, but on the charts it is called Ma-urh Pt. Here some trade in opium was at one time carried on. In the roadstead, protection can be obtained from northerly and westerly winds, and if close in, from easterly winds also. The character of the land from Breaker point to this place is mountainous and rocky.

The various ports to the northeastward of the Cape of Good Hope, in Kwangtung province, have not been frequented by foreigners. They are said by Mr. Gutzlaff to be Keëyang 揭陽, Chinghae 澄海, Haeyang 海陽, and Jaouping 饒平. The town of Keëyang is situated on an island, formed between two branches of a river, at a distance of several miles from the sea. Chinghae or Tsinghae is to the southeast of it, and is the chief town of a small

Changlin. Namoh I. and bay. Shinao. Tangsoa. Dansborg's bay.

district which the sea almost surrounds. Changlin, 樟林 i. e. Camphor Forest, is represented as one of the chief places where Chinese junks are built. It is within the jurisdiction of Chinghae. Haeyang and Jaouping are at nearly the same distance from the sea as Keëyang, namely about 25 or 30 miles, and are to the eastward of Changlin.

The island of Namoh, or Nan-aou 南澳, lies to the northeastward of the cape of Good Hope, and to the southward of most of the places we have just named. It is thirteen miles in length, and three miles in average breadth, and consists of two high mountains of unequal extent, connected by a low isthmus. The width of the channel between Namoh and the nearest part of the mainland is about three miles, and contains many islets and rocks. Namoh is a naval station. The civil jurisdiction is divided, the northern portion of the island pertaining to Kwangtung, and the southern to Fukien; but the whole naval force is under one officer, whose authority extends on both sides of the island. The chief town is Nantsze or Shin-ao 深澳, in a bay on the north side, near the eastern end, and here the naval officer usually resides. The eastern point of the island is in lat. $23^{\circ} 28' N.$, lon. $116^{\circ} 59' 30'' E.$ Off the eastern and southeastern sides of Namoh lie several small islets and rocks. The Lamock islands, (or Nan Päng 南澎) and the Chelsieu or Chetsien (Tseihsing shan 七星山) rocks are the best known.

Tungshan ying, 桐山營 or as pronounced by the natives of the place, Tangsoa, about 32 miles to the northward and eastward of the northeast point of Namoh island, is the first place to which we come. It is the head station of a naval force. The anchorage is on the west of a long neck of land, which forms the eastern side of a deep bay. The town of Tungshan and the anchorage for junks is on the further side of the bay. In the mouth of the bay is an island, distinguished by a pagoda, and so situated that a vessel anchoring on the north side of it will be landlocked, and sheltered from all winds. After rounding the neck of land on the east side of the bay, called Kooluy tow 古雷頭, and passing along through Dansborg's bay, and by several islands of which we cannot ascertain the Chinese names, the next point we reach is Hootowshan 虎頭山, off which vessels have sometimes anchored, but it affords no shelter from easterly or southerly winds. From this point, a few hours' sail carries us by Chapel I. into Amoy harbor.

*Winds along the coast.**Currents in the Formosan Channel and straits.*

The following remarks concerning the winds and currents in the Formosan channel, are taken from the above paper, and from a notice of a passage to Chusan by Capt. T. B. Smith in 1843.

“The wind blows for not less than nine months *down* the coast of Kwangtung province. A vessel coming out of the Lema channel, when such is the case, ought always, if possible, to work up within about twenty miles of the shore. Repeated trials have proved the correctness of this advice; for whenever ships have stretched out far to seaward, making long tacks, they have always had to encounter so much stronger winds and more heavy sea, that, their progress being wholly stayed, they have found, when again fetching the coast, that they had gained nothing.”

Capt. Smith, speaking of his passage in the *Wanderer*, and his general experience, says;

“Winds prevail from E. N. E. chiefly until the Formosa Straits are open, when they come down N. by E., and N. N. E.; about the Bashees, N. E. and E. N. E. prevail with a very turbulent sea; reaching to the S. E., found an undeviating strong wind and heavy sea from N. E. but stretching out of this to the northward along the east coast of Formosa, the wind is easterly and variable until well to the north of that island, when we had it heavy from N. N. E.; and it may be considered a general rule, that when the wind creeps round to the south of east it will speedily fly round with the sun to the north, and blow with redoubled fury. Heavy N. W. gales sometimes blow for several days together upon this north coast, reaching far into the offing.

“Currents set strong from the east, until the Formosa Straits are open, when they usually trend down the China sea more southerly. On approaching Formosa, found little or no current under the lee of the Piscadores. About Botel Tobago Xima, the current divides, one stream setting strong to the west through the Bashees, the other branching off to the north along the east side of Formosa. In the open sea to the north of that island, it is very mutable in direction and velocity, governed by the prevailing wind, but setting fast to the south during the strong northerly gales so often experienced in that locality.

“*General Remarks.* The passage up against the N. E. monsoon involves considerable wear and tear, and is very trying to sails and spars, as it is one continued series of heavy weather. Almost a constant double reef breeze with a very turbulent sea; after leaving the Bashees, the chief difficulties of the passage seem to be over.

“On departing from the Lemas, it is best to hold the coast close on board, using every legitimate means of obtaining casting, and evading the constant adverse current which here prevails, by working up in the smooth water of the safe bays by day, and if blowing hard coming to, when anchorage is attainable, until the gale is over; standing boldly to the eastward when wind permits, and again seeking in shore, when it becomes adverse. This is the trying part of the passage, and requires a watchful perseverance.

“After passing the south point of Formosa, the passage either to the east or west of the Typinsan group may be adopted, according to the wind. The latter offers the advantage of a favorable current which sets with some velocity up to the north. Having advanced to the north of Formosa head, the most favorable tack may be pursued, wind veering from north to east in the offing with an occasional gale from the N. W.; it is best to avoid the land until a lead in can be made to windward of the Kewsan, where a well sheltered anchorage may be obtained under the islands.

“The barometer fails to be of much use on this coast for ordinary gales, rising very high with the prevalent northerly stormy weather. After veering round southerly, the wind sometimes comes down with sudden violence from the north, when sail should be immediately reduced, but the gales are never of long continuance.”

Dangers from Lat. 5° 44' to 11° 11' N., and from Lon. 107° 28' to 118° 52' E.

10.—*List of New Dangers in the China sea.*

[The following list of breakers, rocks, and shoals, is taken from a Government Notification, dated Fort William, March 23d, 1843, and were thence extracted from a Spanish chart published at Madrid in 1840 by authority of the government; they are either not marked at all, or are differently placed in Horsburgh's chart of the China Sea.]

No.	ENGLISH TRANSLATION OF SPANISH NAMES.	DANGER.	N. LAT.	E. LONG.
1	Fanny's Shoal, (doubtful)	Rock above water,...	10° 58' 46"	110° 34' 10"
2	Alexander's Shoal,.....	Rock and breakers,...	10 0 0	111 2 0
3	Essex Island,.....	Small island & rocks,	10 57 50	112 40 0
4	Dolphin's }	Cluster of rocks,.....	11 9 0	112 57 50
5	Breakers, }	Rocks,	10 44 50	112 51 31
6	very }	Do.,.....	10 37 40	112 52 0
7	doubtful. }	Do.,.....	10 34 0	112 40 30
8	Do.,.....	10 20 0	112 32 30
9	Flat Island (seen repeatedly, situation uncertain,)	} Small island }	11 3 0	115 40 0
10	Third Thomas's Shoal, February, 1839,.....	} A rock,.....	10 59 50	115 53 30
11	Shoal and Breakers of the Sea Horse,.....	} Cluster of rocks } and shoal, }	10 40 20	115 15 30
12	Brown's Bank, 1838,.....	5 fathoms Shoal,....	10 32 30	116 37 30
13	Do. do.,.....	A rock,.....	10 35 0	116 59 30
14	Do. do.,.....	Shoal,.....	10 39 0	117 14 33
15	Sandy's Shoal,.....	Rock,.....	11 2 0	117 37 0
16	Sea Horse in 1776,.....	Shoal,.....	10 59 40	117 54 0
17	Holmes' Shoal in 1835,...	Breakers,.....	10 35 0	117 57 0
18	Brown's Bank, 1838,.....	Shoal,.....	11 11 0	118 52 20
19	Middleburg Shoal, (very doubtful,)	} Rock,.....	9 8 0	109 8 0
20	Gossard's Reefs (doubtful)	Rock,.....	8 59 40	110 39 10
21	Andrada Rock (doubtful),	Rock,.....	9 47 30	111 10 0
22	Breakers, Fanny,.....	Rocks above water,.	9 44 10	113 52 50
23	First Thomas's Shoal, February, 1839,.....	} Rock,.....	9 22 0	115 59 30
24	Second Thomas's Shoal, February, 1839,.....	} Rock,.....	9 46 0	115 49 30
25	Carlota (Charlotte) Shoal	Shoal,.....	7 16 0	107 36 0
26	Phaeton's Shoal,.....	Shoal,.....	7 3 10	107 28 30
27	Galloway's Rock (doubtful),.....	} Rock,.....	6 33 10	107 40 0
28	Bombay Castle's Shoal in 1836,.....	} Rock,.....	7 49 30	111 47 0
29	Various banks within this space according to the Ardaseer, with deep water.....	} A large space with rocks and breakers in various parts.	{ 7 27 0 to to 8 2 0	{ 113 15 0 to to 114 46 0
30	No name,.....	Shoal,.....	6 52 0	114 22 0
31	Do.,.....	Rocks,.....	7 45 0	114 48 30
32	Mackinnon's Reef, 1839,.	Rocks,.....	5 44 0	114 36 0

*Remarks on Dangers in the China sea.**List of places on the coast**Remarks upon this list by H. Piddington.*

Those who are acquainted with the hydrography of the China sea, will perceive that amongst these dangers, many, such as the Fanny's, Sea Horse's, Ardaseer's, Andrada, Middleburg's, and Gossard's Reefs, &c., are taken from our old charts and directories of the last or the beginning of the present century, and it was at first intended to add to this list brief remarks upon each of them.

But it was found that it was alike as impossible to say upon what authority these had been expunged from our charts, as upon what data they had been introduced on the Spanish chart, together with those which are evidently from their date, new discoveries, as the Thomas and Brown's dangers of 1839: It is clear, that in some cases at least, the authority for placing these new shoals might be also that for replacing some of the old dangers. It is objected that nothing is so vexatious as the covering a chart with reefs and shoals which do not exist. No doubt this often occasions loss of time and anxiety, but the careful seaman would, we believe, prefer having all these dangers even erroneously marked on his chart than be led to believe that there was an open sea if even one existed. It is at least the duty of the Hydrographer to remind him that this part of the China sea is studded with them.

It is unnecessary to add more to warn the seaman of the extreme precaution required should he be entangled in this dangerous quarter of the China sea, or to explain why we have preferred marking again many old dangers now expunged from our modern charts, since if they have once disappeared which we do *not* know, there is always some possibility of their reappearance—which we certainly *do* know.

11.—*List of Latitudes and Longitudes of places between Amoy and Shanghai.*

[This list appertains entirely to the surveys in Nos. 1, 2, 3, 5, and 6, and the positions are given nearly according to the latitude of the places, commencing at the south. Many of those already given in the surveys are here omitted.]

PLACE AND SPOT; WITH THE CHINESE CHARACTERS AND PRONUNCIATION IN THE COURT DIALECT.	N. LAT.	E. LONG.
Chapel island, 東碇 Tungting.	24° 10.'3	118° 13.'5
Hoo-e tow bay; point, 圍頭 Weitau.	24° 31'	118° 31.'5
Chimmo bay; pagoda, 姑嫂塔 Kúsáu táh.	24° 42'	118° 42'
Ockseu I.; high part of W. I. 烏坵 Wúkiú.	24° 59.'3	119° 29.'1
Lamyet I.; western peak. Chungtung shán.	25° 12.'3	119° 36'
Double island,	25° 15.'8	119° 42.'3
Pagoda,	25° 22.'2	119° 41.'9
Three Chimneys; summit, 639 feet.	25° 22.'1	119° 45.'3
South reef,	25° 23.'1	119° 51.'5
Turnabout I.; highest part 牛山 Niú shán.	25° 26'	119° 58.'7
Haetan; peak, 1420 feet, 君山 Kiun shán.	25° 35.'7	119° 51.'3
North rock,	25° 45.'4	119° 50.'8
White Dogs; breakwater, 白犬 Pekiuén.	25° 58.'1	119° 57.'6

Latitude and Longitude of places from Fuchau to Táluk shan.

PLACE AND SPOT; WITH THE CHINESE CHARACTERS AND PRONUNCIATION IN THE COURT DIALECT.	N. LAT.	E. LONG.
city, 福州府 Fuchau fú.	26° 05'	119° 20.6
Foochow foo; pagoda, 羅星塔 Lósing táh.	25° 59.6	119° 29.1
temple, 福斗 Futau.	26° 08.7	119° 39.8
Sharp Point, 586 feet.	26° 08.3	119° 42.4
Outer reefs,	26° 05'	119° 51.5
Sea Dog,	26° 05.2	120° 04'
Matsoo shan; Summit, 馬祖山 Mátsú shán.	26° 09.2	119° 58.2
Changche sán; do. 長岐山 Chángkí shán.	26° 14'	120° 01.8
Alligator island, 東沙 Tungshá.	26° 09'	120° 25.8
Larne rock,	26° 15.8	120° 14.2
Larne islet; highest part,	26° 21.3	120° 14.8
Yungtseigh; do. 853 ft, 東永 Tungyung.	26° 23.2	120° 31.2
Spider peak,	26° 30.6	120° 04.2
Double peak, { Cone I.	26° 30'	120° 10'
{ The paps, 1190 feet high.	26° 36.1	120° 11.2
Pihseang shan; peak, 北礮山 Pehsiáng shán.	26° 42.4	120° 22.6
High I.; summit, 1684 ft. 福瑤山 Fuyáu shán.	26° 56.1	120° 22.6
Taeshan group; highest, 臺山 Táishán.	26° 59.2	120° 43.8
Sunken rocks between Pihquan and Taeshan.	27° 02.4	120° 38.6
Pihquan; three chimneys, 北關 Pehkwán.	27° 09.7	120° 32.6
Rocks north of Tái shán, { Eastern	27° 03.5	120° 51.7
{ Northern.	27° 05.6	120° 49.4
Intensity group { Observatory I.	27° 26.3	121° 06.6
{ South islet,	27° 20.3	120° 51.2
{ Eastern islet,	27° 27.6	121° 08'
{ Cone islet,	27° 27.3	120° 57.6
{ Nanke shan; h. part. 南岐山 Nánkí shán.	27° 27.2	121° 03.3
{ Pihke shan; do. 北 山 Pehkí shán.	27° 37.3	121° 12.3
Ent. to Wanchow foo, 温州府 Wanchau fú.	27° 57.5	120° 52'
Half tide rocks W. S. W. of Miaoushan.	27° 48.4	120° 56.3
Miaoushan; h. p., 737 ft. 尾岫山 Wíyáu shán.	27° 51.6	121° 02.5
Tongtaushan; E. point 洞頭山 Tungtau shán	27° 48'	121° 07.4
Coin island; 183 feet,	27° 50'	121° 15'
Laouka; peak, 九麀山 Kiúki shán.	27° 59.2	121° 10.8
Pesan; summit, 披山 Pí shán.	28° 05.5	121° 31.8
Táluk shan; do. 771 ft. 大鹿山 Táluh shán.	28° 06'	121° 24.4

Latitude and Longitude of places from Chikhok to Tinghae or Temple hill.

PLACE AND SPOT; WITH THE CHINESE CHARACTERS AND PRONUNCIATION IN THE COURT DIALECT.	N. LAT.	E. LONG.	
East islet off Teaou pangmun.	28° 15.9	121° 44.6	
Chikhok; summit, 761 ft. 積谷山 Tsihku shán.	28° 22.4	121° 44.2	
Taichow group	Heachu shan; finger rock, 下竹山 Híachu shán	28° 23'	121° 55.3
	Hea tachin shan, } highest part. 下大陳山 Híá táchin shán.	28° 26.2	121° 53.7
	Shang tachin shan } 上大陳山 Sháng táchin shán.	28° 28.9	121° 54.4
	Northern islet.	28° 31.8	121° 55.9
Entrance to Taichow foo; 台州府 Táichau fú.	28° 39.1	121° 36.9	
Chuhseu; highest part, 671 ft. 竹嶼 Chuh sü.	28° 40.5	121° 47.4	
Tungchu seu; do. 東機山 Tungkí shán.	28° 42.2	121° 55.1	
Heshan group, } high part of So. I. 320 feet high		28° 50.8	122° 14.4
	northern islet, 黑山 Heshán.	28° 55.2	122° 16.8
St. George's I.; bay on south side.	29° 06.2	121° 53.9	
Tafuh tow, 大佛頭 Táfuh tau.	29° 05.8	121° 58.6	
Leaming; peak,	29° 02.1	121° 55.7	
Islets of Sanmoon; easternmost.	29° 01.1	122° 02.3	
Sheipoo city, 石浦 Shipú.	29° 12.8	121° 57.1	
Cape Montague; h.p. 738, 壇頭山 Tántáushán	29° 10'	122° 02.5	
Half-tide rock,	29° 15.3	122° 09'	
The Bear; peak. 大目山 Támuh shán.	29° 23.5	122° 0.4	
Patahécock; high p. 八字角 Páhtsz' kíoh.	29° 21.9	122° 13.7	
Whelps; centre.	29° 29.4	122° 05.1	
Mouse, 鼠山? Shú shán.	29° 32.7	122° 13.6	
Mesan and Lanjet; highest p. 四礁 Szétsiáu.	29° 36.5	122° 09.2	
Buffaloe's Nose; high p. 牛鼻山 Niúpé shán.	29° 36.2	122° 01.4	
Front Island; high part.	29° 37.6	122° 13.2	
Lowang cape, 六橫 Luhwáng.	29° 47.2	122° 07.5	
Tree-a-top 温州嶼 Wanchau sü.	29° 42.4	122° 0.5	
Beak head; E. extreme 銅鑼龜 Tungló kwei.	29° 40.9	122° 17.4	
Vernon island; E. ext. 蝦岐山 Híákí shán.	29° 44.2	122° 18.8	
Kitto, 岐頭 Kíttau.	29° 52.9	122° 07.7	
Suburbs of Tinghae, temple hill. 衙頭 Táutau.	30° 0.4	122° 06.4	
Roundabout island.	29° 53.7	122° 09.3	

List of places beyond Tinghae. Addenda to No. 1.—Quemoy. Sootsze.

PLACE AND SPOT; WITH THE CHINESE CHARACTERS AND PRONUNCIATION IN THE COURT DIALECT.	N. LAT.	E. LONG.
Bell island, 馬秦 Matsin.	29° 52.2	122° 16'
East islet off Chookeä tseën.	29° 51.7	122° 35.8
Reef near the same.	29° 58.6	122° 33.8
Chuttatham; cone. 朱家尖 Chúkiá tsien.	29° 54.'	122° 25.3
Just-in-the-way, 黃牛礁 Hwángniú tsiáu.	29° 57.7	121° 54.2
Kintang peak, 金塘 Kintáng.	30° 01.7	121° 54.7
Steward, 半洋礁 Pwányáng tsiáu.	30° 0.9	121° 57.'
Pooto I. 普陀 Pútó.	30° 0.3	122° 23.5
Broken I.; highest part 馬目山 Mámuh shán.	30° 09.7	121° 57.8
Landing place, 小沙 Siáushá.	30° 09.1	122° 4.4
Fisher's island, 長白山 Chángpeh shán.	30° 11.3	122° 03.2
Monte Video; Summit.	30° 07.8	122° 46.2
Houbland island, highest part 岱山 Tái shán.	30° 15.4	122° 11.4
Sheppéy island, 蘭秀長 Lánsiú shán.	30° 10.3	122° 10.5
Blackheath, 長塗山 Chángtú shán.	30° 15.6	122° 16.5
Barren island,	30° 43.'	123° 07.'
North Saddle island,	30° 50.'	122° 41.'

12.—*Addenda to the Sailing Directions from Amoy to Cape Montagué.*
(See No. 1., pages 1—21.)

[These addenda were published in the Hongkong Gazette of March 5th, 1844, by request of rear-admiral sir T. Cochrane. They are there signed "Richard Collinson, captain, H. M. S. Plover, river Min, Feb. 18th, 1844."]

Page 5.—The anchorage under the N. W. side of Quemoy cannot be recommended, as there are many half tide rocks. The channel between Quemoy and the main leading into Hooetow bay has only 3 feet at low water. There is a sunken rock E. by N., three fourths of mile from Dodd's island. (Its position has not yet been fixed by the surveying vessels.)

Page 6.—There is a reef which covers at high water 1.8 mile to the westward of Sootsze. From it, the N. E. island of the group bears N. 83° E.; and Fort hill on the main, opposite to Lamyit, N. 10° E. Off the southwest point of Lamyit is a shoal, extending 1½ mile, to avoid which do not bring the islet off the south end of Lamyit to the eastward of S. 82° E., until the west point of the island bears to the eastward of north. There is good shelter on the south and west

Sea Dog I. Tinghae Bay. Islet omitted. Larne I. Group near Spider I.

sides of Lamyit, but no vessel should attempt to pass to the northward of it without the chart; the sunken rocks being numerous, and the channel from hence through the Haetan straits so attended with dangers, that any attempt to explain the courses to be steered without a reference would be useless.

Page 11.—S. 28° W., 1.1 mile from the Sea Dog, is a rock which is seen only at low water; when on it, the west end of Matsoo shan bears N. 26° W., and the Breakwater at the west end of the White Dog, S. 18° W.

Tinghae Bay, which lays N. 42° W., 11 miles from the summit of Matsoo shan, is a safe anchorage in the N. E. monsoon. There is a cluster of islets, 8 miles, N. 51° W. from Matsoo shan, between which and Flat island (which is 2 miles N. 55° E. from them) is a channel; but sunken rocks extend half a mile from the cluster; therefore vessels had better pass south of the latter. Tinghae Bay will be recognized by the small islets off the south point; there are the remains of the city wall, but the place appears now to be nearly deserted. The junks frequent a bay further to the eastward, which affords them good shelter, but cannot be recommended for larger vessels; it is called by the Chinese Wangke, and has a rock in the centre of the bay 0.7 of a mile from the shore, which I suppose to be the one on which the Phlegethon struck. To the southeastward of this bay are several small islets, with detached reefs between them and the main, which is distant $1\frac{1}{2}$ mile. And S. 40° W., 5 cables from the southern islet, are two patches of rock which are covered at high water. When on them, the hill over Tinghae bears W. 33° N., and the summit of Matsoo shan S. 12° E. The eastern extremity of the main is eleven miles from Tinghae bay, the whole being a narrow peninsula, in some places only half a mile wide. Off the east point, a quarter of a mile distant, is a double island with a reef $\frac{3}{4}$ of a cable to the east of it. The junks use the channel west of the island, but vessels without the aid of a scull had better keep to the eastward.

N. $12\frac{1}{2}^{\circ}$ E., $4\frac{1}{2}$ miles from the summit of Changche san, a small islet has been inadvertently omitted in the copying of the charts. There is a reef 2 cables south of it.

N. $18\frac{1}{2}^{\circ}$ W., 5 miles from Larne island, is broken water; the north end of Tungyung bears from it E. 7° S., the Black rocks, S. 69° W., and Cone island, N. 37° W.

Page 12.—S. 48° E., 0.8 of a mile from the cone, is another rock which shows only at low water. The south end of Spider I. bears N. 85° W. from it. To the W. N. W. of Spider I. are three islets; between the first islet and Spider I. is a sunken rock; between the first and second (which has a sandy isthmus) is a good channel; between the second and third are two half tide rocks; and between the third and the main, which is 3 miles distant, is a clear channel with four fathoms water. Opposite to the third island on the main, is a cove which was pointed out as the rendezvous of the pirates. S. by W. $\frac{1}{2}$ W. from the second island, $1\frac{1}{2}$ mile, are two reefs, which are covered

Secngtin village. Ta New harbor. Channel up to Wanchow foo. Chikhok.

at high water. H. M. St. Vixen saw discolored water 7 miles to the northward of Tungyung. The Plover in this neighborhood passed over several patches without changing her depth of water, and a pilot denied the existence of any rock in the neighborhood, although there is one inserted on the Chinese chart. Opposite to Double Peak I. on the main is a village called Secngtin, the inhabitants of which assisted the pirates in escaping from the Plover's pinnace, and the merchant junks which were boarded in search of arms, pointed this place out as the head-quarters of pirates when in this neighborhood.

Page 13.—There is very good anchorage to the west of Namquan.

Page 14.—The harbor mentioned as Pepa shan 琵琶山 is called Ta New, and is too shallow for anything drawing more than 9 feet. There is a reef, showing only at low water, $3\frac{1}{2}$ miles from the shore, to the northward of this harbor. It bears from the highest part of Namke shan S. $76\frac{1}{2}^{\circ}$ W.; a cleft rock at the entrance to Ta New harbor bears from it S. $49\frac{1}{2}^{\circ}$ W., and a peak on the main to the northward N. 23° W.

The eastern of the two groups mentioned in the 10th line from the bottom, will afford secure shelter in the N. E. monsoon. The main land opposite is shoal to.

Page 15.—The channel between Miaoushan and the main is shoal; and vessels intending to enter the river Ngau which leads to Wanchow foo, must pass to the northward and eastward of that island, and between it and Hootow shan, off the south point of which is good anchorage; from thence the entrance to the river bears N. 66° W., 6 miles, and will be known by an isolated range of hills, with a square fort at their east end, and a small walled city at the west end. The depth of water varies from three to four fathoms in the channel, which is more than a mile wide; but the mud dries upon each side of you and shoals suddenly. Having passed the range of hills, keep the left bank of the river or north shore on board until the first hill on the flat island on the south side of the river bears S. W. by S., when you will have passed a middle ground, which is half a mile from the south shore, and $1\frac{1}{2}$ mile to the E. N. E. of this hill;—(the highest peak of Hootow shan on with the south foot of the hills at the entrance bearing E. 3° S. will place you on its north edge;)—then edge over to mid-channel, passing a large city on the north side, and gradually haul in for the first point on the south side, at which the hills come down to the water's edge; keep that side on board, passing a point with a circular fort and a building like a jar upon it, close.

Do not go above $2\frac{1}{2}$ miles beyond the Jar point, as the water shoals, and the channels become too intricate for explanation; you will then be in from $3\frac{1}{2}$ to 7 fathoms water, and $5\frac{1}{2}$ miles from the city of Wanchow foo which is on the south side of the river. The water of this stream contains a great deal of sediment, and is not used by the inhabitants for culinary purposes.

To the northward of Hootow shan is a deep inlet, running back

Entrance to Tacchow foo. Entrance to Canton river. Outside Pilot boats.

20 miles, in the southern parts of which there is good anchorage, but the upper end is all shoal excepting a narrow channel, which forms the island of Woksing, and comes out opposite to Taluk shan.

Page 17.—All the channels among the group to the westward of Chikhok are shoal, none affording shelter to vessels drawing more than 12 feet.

Page 18.—The entrance to the river leading to Tacchow foo, called by the Chinese Hoomun, is west 17 miles from the peak of Chuh seu. The water shoals gradually for the first 8 miles to 2 fathoms, after which there is not more than 9 feet at low water until you are within the headland, when it deepens to 3 and 5 fathoms.

Page 20.—With reference to the fourth paragraph* (*line 26th from top*), two sunken rocks have been discovered between Cliff island and the rock. The channel therefore must not be used, but vessels should pass to the eastward of the rock, not borrowing too much on the Cape Montague side, as it is shoal.

CHAPTER II.

FOREIGN COMMERCE WITH CHINA.

Section 1.

ENTRANCE OF SHIPS AMONG THE ISLANDS OFF CANTON, AND PASSAGE UP TO WHAMPOA.

[Part of this paper is extracted from the Guide, but the whole has been rewritten and made applicable to the new arrangements.]

THE best season for proceeding up the China sea is from the end of April to the end of September, although at present ships beat up or down on the western borders of it at all seasons. At a later period of the year, the passage is liable to considerable uncertainty, unless in a clipper or fast sailing vessel. For vessels seeking teas, there is no object in arriving before the close of this period, black teas not being usually procurable till October, and green teas not till the middle or latter end of November.

A ship, on making the islands off the mouth of the Canton river, will generally see in fine weather, a number of fishing-boats, at some distance from the land. These are liable to be mistaken by strangers for pilot-boats, which in their competition for employment often come off to a considerable distance. The fishing-boats may be distinguished, however, by observing that they are always in pairs, of large dimensions, with broad sterns, and high out of the water; whereas the pilot's or comprador's boats are long and low, with short masts raking well aft, and will usually make themselves as conspicuous to a

<i>Outside pilots, &c.</i>	<i>Mode of procuring pilots.</i>	<i>Their number.</i>
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foreign ship as possible. On their approaching the ship in the S. W. monsoon, sail should be reduced; and if they happen to miss, it is advisable, even when going six or seven knots, to reduce sail in preference to rounding the ship to, for the eddies and undertow (called *chowchow water* by the pilots) are often so very strong during the freshes, that when a ship heaves to, much time is lost in getting her head to the course again. On receiving one of these pilots on board, no anxiety should be shown to secure him, for they are cunning enough to demand from strangers much more than is usually given. The price which may be fairly paid him must be left to the commander's judgment, and the exigencies of the case. In ordinary weather, ten or twelve dollars may be considered a sufficient remuneration for his services for taking the ship into Macao Roads or to Hongkong, but at other times, thirty dollars will not be too much. As soon as a vessel enters the mouth of Hongkong harbor, she will be boarded by the harbor master's boat, and directed where to anchor; but in going into Macao Roads there are no regulations of any kind.

After a ship has anchored in Macao Roads or in Hongkong, the captain makes such arrangements for proceeding up the river with his vessel as circumstances require. It will not probably often be required for a ship to proceed from the coast directly to Whampoa, without stopping, and therefore nothing need be said to the outside pilot about carrying her into the river, with which indeed he has no concern. His boat is however usually connected with the establishment of pilots on shore, and he will perhaps inquire when a river pilot is probably wanted. Formerly, it was necessary to apply twenty or thirty hours beforehand for a river pilot, since he had to make known to the sub-prefect, or kiumin foo at Casa Branca, that a foreign ship was about to proceed up the river, and give in the particulars of her nation, cargo, armament, &c., and obtain a permit stating these particulars. At present, a pilot goes on board as soon as he is wanted. The rates of pilotage were formerly fixed at \$60 for every vessel, whatever might be her size, which sum must be paid when application was made. Of this sum, \$25 was divided among the custom-house stations at Macao, Casa Branca, the Bogue, Whampoa and Canton, as fees for examining the permit. The establishment of pilots was under the supervision of the kiumin foo, and consisted of 22 head pilots, each of whom paid upwards of \$600 for the station, and who was made answerable for the character of the ships he conducted up the river, that no men-of-war were smuggled in, nor any obnoxious persons on board. It was on this ground, that the pilot to the ship *Fort William* was made amenable, because Lord Napier came up to Canton from Whampoa in 1834 in her launch, although it occurred months after she reached the anchorage. There are now 20 head pilots, who are distributed at Canton, Macao, and Hongkong, at the pilot-offices in those places, and who monopolize the whole business, equally dividing the sums received among the three offices. They pay nothing to the local officers.

*Rules of pilotage.**Form of a Bogue Report.**Fast-boats; prices.*

The high officers at Canton issued a public notice in Aug. 1843, allowing any fisherman to act as a pilot to a foreign ship, in the same manner as the old regularly licensed pilots, provided he was furnished with a pass. The British superintendent of trade at the same time also issued a Notification, requesting masters of vessels to furnish such pilots as they found to be capable with a certificate; three of these certificates were to entitle the pilot to a license from the consul. But from the long experience of the old pilots, their knowledge of English, and the mode of working a square-rigged vessel, and still more, from their means of driving out competition, they have the whole of the river pilotage business in their own hands.

By a recent agreement, the rates of pilotage are fixed at 5 cents per register ton, and the pilot receives his pay after the ship is anchored at Whampoa. The pilot-house in Macao is near the upper or northern landing-place, and is called the *táishui koon*, or *yanshui koon*. Before a ship proceeds up the river, it is necessary to obtain a Bogue report, from the consul or consular agent, stating the name, nation, &c., which is handed in at the Bogue. This report was formerly made verbally to the pilot at Macao, or entered in a book which he kept, and was made out by him, and embodied in the permit procured at the kiummin foo's office, which on passing was handed in at the Bogue, and thence forwarded to the hoppo's office at Canton.—The following is the form of the report in English and Chinese.

I (*Richard Roe*), master of the (*British*) ship (*John Doe*), hereby declare that I have arrived from (*Hongkong*) with a (*general cargo*), and am now proceeding with the same to Whampoa.

Given in at the Custom-house station, island of North Wangtong, this (*10th*) day of (*Feb.*), 1844, at 2 o'clock.

過	日	十	道	報	入	港	各	主	船	本
虎	未	二	光	知	赴	來	樣	名	某	船
門	刻	月	二	黃	現	等	某	某	係	
關	報	二	十	埔	過	貨	某	字	某	
口	單	十	三	理	虎	由	裝	號	某	
報		二	年	合	門	香	載	船	國	
單										

N. B. The master of every ship is requested to be particular in noting down the time correctly when this report is handed in; he is also requested to procure a duplicate of the Chinese characters employed to write his own name, and the name of his ship, in order that he may present the same at the Consulate to prevent confusion in the English names.

If a gentleman wishes to proceed to Canton from his ship, a Chinese boat can be readily procured. These boats are called *fai teng* or fast-boats, are very commodious, and in all ordinary times perfectly

Comprador's boats, and their provisioning ships.

Passage up the river.

safe; the usual price from Macao to Hongkong or Canton, where a man hires the whole boat is \$10, \$12, \$15, and \$18, according to the speed required, or the number of men hired. No goods should be taken up in them, as this class of boats are not intended for the transportation of merchandize, and are not examined by the Chinese custom-house officers. If goods are to be sent into port, there are licensed lorchas and schooners, under certain regulations, carrying foreign flags, which can be employed. There are also European schooners running up and down the river from time to time, in which a passage can be procured for \$10 from Macao or Hongkong to Canton.

Comprador's boats often board ships outside as well as pilots, sometimes the two establishments unite in the same boat; vessels manned by Europeans will find them useful. There is little or no difference in their charges, and it is well to employ the first who reaches the ship, for it will offer a greater inducement for them to keep a sharp lookout, and come on board at a greater distance from land. The business of purveying for ships, is however not so regular now as it used to be, and ships often defer arranging with compradors until they arrive at Whampoa. When engaged, they accompany the ship up, bring fresh provisions, hire workmen, purchase whatever is wanted, and act as clerks during her stay in port. American ships have been, for several years past, supplied by a single native firm, of which there is now a branch establishment at Macao. English ships have usually been furnished by separate compradors, or purveyors as the name denotes. Similar persons are also easily obtained in Macao Roads.

When the river pilot comes on board, the vessel proceeds up to the Bogue. In her progress up Lintin bay to the river, and in fact in all the channels and passages among the islands, the ship is subject to *chowchow* water; it often happening, that while running up with a fair wind, the ship is whirled round and round, becoming quite ungovernable, and oftener that she will fly off against the influence of the helm, and keep her head stationary to one point for a great length of time; this may cause a stranger to suppose the ship ashore, and induce alarm, but it is only caused by the strong eddies. If she arrives near the Bogue at night, she must anchor off Chuenpe or wherever convenient; if in the daytime, with a moderate breeze, she may heave to, when a fisherman or another pilot will come alongside, who has been on the lookout, to assist the Macao pilot, while he goes on shore to report the vessel at the Custom-house station on North Wangtong. These river pilots are connected with the establishment at Macao, and receive from them \$4 for piloting a ship to Whampoa, and \$6 for conducting her out, as in the latter case, they stay by the ship till she reaches Macao. The river pilot is the real pilot for the river navigation, and knows the channel much better than the pilot obtained at Macao. It is as well to know, that these two pilots, to make you think them clever, or to show their abilities, are continually roaring out *port!* or *starboard!* till the steersman gets the helm hard up or down, when they cry out *steady!* and before the helm can be righted

<i>Bar boats, and price.</i>	<i>Cumshaw.</i>	<i>Dollar boats.</i>	<i>Temptations to drink.</i>
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or the ship steadied, she is across the tide, which puts her much out of her course, and time is thus lost. It is better to make them keep quiet, and not pay much attention to them, letting them point out which way you are to go, but giving orders to the man at the wheel yourself; for the channel being narrow, with a fresh breeze and head wind there is not much room to spare. There is a good deal of difference however, among the pilots, and some of them are quite competent to carry a ship up the river; others know much less of the management of a ship, while still they are well acquainted with the channel; at times, whether skillful or ignorant, they are unreasonably blamed by the officers of the ship, and getting sulky, care but little where or how she or how she goes.

As the ship approaches Second Bar, the pilot talks about Bar boats; these are fishing-boats hired for the occasion, and anchored on the knolls, to point out the proper channel, the ship passing between them. The price is a dollar for each boat, and six is a sufficient number for any ship, and six or eight dollars for both the Second and First Bars is a fair payment, although the pilot will no doubt object to it as not enough. The commander will always find it for his interest to treat the pilot well, and since the prices of pilotage have been reduced, to allow him a generous sum for bar-boats and cumshaw; for if the vessel is only 150 or 200 tons, the sum of \$7½ or \$10 does not remunerate him, and a ship of 300 tons hardly pays the outlay of the establishment. On the arrival of the ship at Whampoa or Blenheim reach, the pilot has done his duty. It is then common to make him a present of two or three dollars, but it is not necessary; it is however as well to do it, as they always expect it, and their own regular pay at present is little enough. Native boats of all sorts, except those officially placed by the ship, should be watched, and at night all kept clear of the ship, for many of the boat-people are expert thieves. There is a class of boat-people in the tanka boats, who are hired to wait on the ship, go of errands, &c., who are usually connected with the comprador, and are generally trustworthy.

If a commander be anxious to get up to Canton, and his crew be fagged, or the tide contrary, he can send for a boat called a *Dollar boat*, but for which four dollars is always asked; he can also go up in other native boats, but the former are the most commodious. They are fine boats, and with a moderate breeze will get up in three hours and less, according to the tide. The distance from Whampoa to Canton is about twelve miles. No goods of any description can be put into these boats; nor is it safe (or proper) to attempt to bring up goods or contraband articles in a ship's boat to Canton; for if detected and reported, the ship is liable to be immediately ordered out of the river. The duties are now so light that no one need take the trouble to smuggle.

Sailors coming to Canton are very much exposed to the enticements of low Chinese, who hold out to them every temptation to drunkenness. The sale of ardent spirits to foreign seamen is very

*Samshoo forbidden by the Chinese.**Composition and effects of this liquor.*

strictly prohibited by the Chinese government, to their praise be it said; but as is the case with most other interdicts which interfere with the interests of the natives, no obedience is paid to the prohibition by either party, the police being bribed to overlook all delinquencies. The shopmen who vend the samshoo (as the liquor sold in Canton is called, and which means 'thrice fired' or distilled,) screen their mal-practices from the passing observer, and at the same time present additional temptation to the sailor, by the show of coarse chinaware, pictures, shoes, and other articles which the latter is in the habit of buying. These shopmen live chiefly in a narrow lane, between the Consulate and the Chowchow hong, appropriately named Hog-lane from its dirtiness. No sooner does a party of sailors on liberty, or a boats' crew land, than their emissaries hasten to draw them, by deceitful promises and the show of musters of goods, into their shops, where they immediately ply them with the intoxicating draught, rendered much more potent and deleterious than the natives ever drink it, by the infusion of poisonous narcotics. If the deluded sailor takes the cup, they then cheat him of his money, or plunder him of his apparel, and afterwards drive him into the street; and hence in days past, have often arisen outrages leading to interruption of the ship's trade, to heavy mulcts, and sometimes to wounds and homicide. One of the General Regulations of Trade is intended to guard against this evil, by requiring that an officer accompany every ship's boat to look after the men; but it is well too for the sailor to be told that this liquor sometimes contains infusion of tobacco, sulphuric acid, cocculus indicus, various essential oils, and that to drink it frequently induces sickness, delirium, fever, and even death, in the hot season. Shops are also to be found elsewhere in Canton where such articles as seamen require can be procured without the temptation of the samshoo, at the same prices. Much of the mortality among seamen in the autumn and winter, while lying at Whampoa, is to be ascribed to their exposure and to drinking this villainous mixture; and it is probable, even with all their fondness for strong drinks, that if they knew what a deleterious compound it was, regard for their own health and lives, would induce them to let it alone.

Shops are also opened on Dane's island where samshoo is sold to sailors who go ashore there on liberty, and it is brought alongside the ship in bumboats. Too much care can hardly be taken to keep this liquor away from the sailor, nor information too often given him of its properties, to deter him from touching it. And when too, the people see sailors lying in the gutter beastly drunk, or hear them filling the streets with uproarious cries, to the great disgrace of the names of foreigner and Christian, it becomes every one calling himself by these names to try a little to cause the reproach to cease.

Pilots. *Custom-house guards.* *Captains reporting themselves.*

Section 2.

GENERAL REGULATIONS,

UNDER WHICH THE BRITISH TRADE IS TO BE CONDUCTED AT THE
FIVE PORTS OF
CANTON, AMOY, FUCHOW, NINGPO, AND SHANGHAE.

I. PILOTS.

I. Pilots to be granted immediately; **WHENEVER** a British merchantman shall arrive off any of the five ports, opened to trade, viz., Canton, Fuchow, Amoy, Ningpo, or Shanghai, pilots shall be allowed to take her immediately into port; and in like manner, when such British ship shall have settled all legal duties and charges, and is about to return home, pilots shall be immediately granted to take her out to sea, without any stoppage or delay. Regarding the remuneration to be given these pilots, that will be equitably settled by the British consul appointed to each particular port, who will determine it with due reference to the distance gone over, the risk run, &c.

and

Remuneration to be settled at each port.

II. CUSTOM-HOUSE GUARDS.

II. One or two Custom-house guards to be attached to each ship. **THE** Chinese superintendent of customs at each port will adopt the means that he may judge most proper to prevent the revenue suffering by fraud or smuggling. Whenever the pilot shall have brought any British merchantman into port, the superintendent of customs will depute one or two trusty custom-house officers, whose duty it will be to watch against frauds on the revenue. These will either live in a boat of their own, or stay on board the English ship, as may best suit their convenience. Their food and expenses will be supplied them from day to day from the custom-house, and they may not exact any fees whatever from either the commander or consignee. Should they violate this regulation, they shall be punished proportionately to the amount so exacted.

No fees to be charged for their maintenance.

III. MASTERS OF SHIPS REPORTING THEMSELVES ON ARRIVAL.

III. Report to be made to, and ship's papers, &c. to be deposited with the Consul. Penalty for neglect; For false manifest; and for breaking bulk before permitted. **WHENEVER** a British vessel shall have cast anchor at any one of the abovementioned ports, the captain will, within four-and-twenty hours after arrival, proceed to the British Consulate, and deposit his ship's papers, bills of lading, manifest, &c., in the hands of the consul; failing to do which he will subject himself to a penalty of two hundred dollars. For presenting a false manifest, the penalty will be five hundred dollars. For breaking bulk and commencing to discharge before due permission shall be obtained, the penalty will be five hundred dollars, and confiscation of the goods so discharged. The consul having taken possession of the ship's papers, will immediately send a written communication to the superintendent of customs, specifying the register-tonnage of the ship, and the

Communication of arrival to be the Superintendent of Customs.

Dealings. Tonnage Dues. Import and Export duties. Examination of Goods.

particulars of the cargo she has on board; all of which being done in due form, permission will then be given to discharge, and the duties levied as provided for in the tariff.

IV. COMMERCIAL DEALINGS BETWEEN ENGLISH AND CHINESE MERCHANTS.

IT having been stipulated that English merchants may trade with whatever native merchants they please, should any Chinese merchant fraudulently abscond or incur debts which he is unable to discharge, the Chinese authorities, upon complaint being made thereof, will of course do their utmost to bring the offender to justice; it must, however, be distinctly understood, that, if the defaulter really cannot be found, or be dead, or bankrupt, and there be not wherewithal to pay, the English merchants may not appeal to the former custom of the hong-merchants paying for one another, and can no longer expect to have their losses made good to them.

IV. Mode of proceeding against fraudulent debtors, agents, &c.

V. TONNAGE DUES.

EVERY English merchantman, on entering any one of the abovementioned five ports, shall pay tonnage dues at the rate of five mace per register-ton, in full of all charges. The fees formerly levied on entry and departure, of every description, are henceforth abolished.

V. A tonnage due payable in full of all charges.

VI. IMPORT AND EXPORT DUTIES.

GOODS, whether imported into, or exported from, any one of the abovementioned five ports, are henceforward to be taxed according to the tariff as now fixed and agreed upon, and no further sums are to be levied beyond those which are specified in the tariff. All duties incurred by an English merchant vessel, whether on goods imported or exported, or in the shape of tonnage dues, must first be paid up in full, which done the superintendent of customs will grant a port-clearance, and this being shown to the British consul, he will thereupon return the ship's papers, and permit the vessel to depart.

VI. Duties to be charged according to tariff, and to be subject to no other fees.

VII. EXAMINATION OF GOODS AT THE CUSTOM-HOUSE.

EVERY English merchant, having cargo to load or discharge, must give due intimation thereof, and hand particulars of the same to the consul, who will immediately dispatch a recognized linguist of his own establishment to communicate the particulars to the superintendent of customs, that the goods may be duly examined and neither party subjected to loss. The English merchant must also have a properly qualified person on the spot to attend to his interests, when his goods are being examined for duty; otherwise, should there be complaints, these cannot be attended to. Regarding such goods as are subject by the tariff to an *ad valorem* duty, if the English merchant cannot agree with the Chinese officer in fixing a value, then each party shall call two or three merchants to look at the goods, and the highest price, at which any of these merchants would be willing to purchase, shall be assumed as the value of the goods. To fix the tare on any article, such as tea:—if the English

VII. Goods to be examined by Custom-house officer in presence of merchant's agent.

Disputes regarding value for *ad valorem* duties, how settled.

Tare how fixed.

*Paying duties.**Weights and Measures.**Lighters or cargo-boats.*

Appeal to
Consul where
disputes can-
not otherwise
be settled.

merchant cannot agree with the custom-house officer, then each party shall choose so many chests out of every hundred, which being first weighed in gross, shall afterwards be tared, and the average tare upon these chests shall be assumed as the tare upon the whole, and upon this principle shall the tare be fixed upon all other goods in packages. If there should still be any disputed points which cannot be settled, the English merchant may appeal to the consul, who will communicate the particulars to the superintendent of customs, that it may be equitably arranged. But the appeal must be made on the same day, or it will not be regarded. While such points are still open, the superintendent of customs will delay to insert the same in his books, thus affording an opportunity that the merits of the case may be duly tried and sifted.

VIII. MANNER OF PAYING THE DUTIES.

VIII. Duties
to be paid to li-
cenced shroffs.

Payment may
be made in fo-
reign money.

Per centage
on foreign mo-
ney, how fix-
ed.

It is hereinbefore provided that every English vessel that enters any one of the five ports, shall pay all duties and tonnage dues before she be permitted to depart. The superintendent of customs will select certain shroffs, or banking establishments, of known stability, to whom he will give licences, authorizing them to receive duties from the English merchants on behalf of government, and the receipt of these shroffs for any moneys paid them shall be considered as a government voucher. In the paying of these duties different kinds of foreign money may be made use of, but as foreign money is not of equal purity with sycee silver, the English consuls appointed to the different ports will, according to time, place, and circumstances, arrange with the superintendents of customs at each, what coins may be taken in payment, and what per centage may be necessary to make them equal to standard or pure silver.

IX. WEIGHTS AND MEASURES.

IX. Standard
Weights and
Measures for
duties.

SETS of balance yards for the weighing of goods, of money weights, and of measures, prepared in exact conformity to those hitherto in use at the custom-house of Canton, and duly stamped and sealed in proof thereof, will be kept in possession of the superintendent of customs, and also at the British Consulate, at each of the five ports; and these shall be the standards by which all duties shall be charged, and all sums paid to government. In case of any dispute arising between British merchants and Chinese officers of customs regarding the weights or measures of goods, reference shall be made to these standards, and disputes decided accordingly.

X. LIGHTERS OR CARGO-BOATS.

X. Any boats
may be engag-
ed as lighters,
without limit or
monopoly.

WHENEVER any English merchant shall have to load or discharge cargo, he may hire whatever kind of lighter or cargo-boat he pleases, and the sum to be paid for such boat can be settled between the parties themselves without the interference of government. The number of these boats shall not be limited, nor shall a monopoly of them be granted to any parties. If any smuggling take place in them, the offenders will of course be punished according to law. Should any of these boat-people, while engaged in conveying goods