

The average annual number for the ten years ending with 1887 was about 68,000; and for the ten years ending with 1847, about 104,000. Thus the emigration of 1847 exceeded the decennial average in the proportion of five to two; while that of 1892 exceeded it only about five to three. As to the direction of this stream of emigration during the last twenty years, about half the emigrants of each year have gone to the United States; and of late years the number moving in that direction has increased. A large proportion, also, of those landed at the ports of the British North American colonies, especially the more labourers, find their way to the States within the first year or two. Deducting an average of seven or eight per cent for all other places, the remainder go to our North American colonies.

In the four years 1838-41 there was a considerable increase of the emigration to Australia and New Zealand. In 1841 the number reached 32,000; but since that year the annual average has not exceeded 3,000 or 4,000. Of the emigrants of 1847, about three-fifths (128,900) sailed from English ports, and 95,700 from Irish and 8,600 from Scottish ports. But these numbers do not show the proportions proceeding from each division of the kingdom. In the first place we have to deduct the foreign emigrants, chiefly German, who embarked from London. These were 10,000 in number. They, therefore, reduce the total to about 248,000, and the apparently English section of it to about 148,000. Further, the number embarked at Liverpool was no less than 102,600; and of these there is reason to believe that four-fifths (say 80,000) were persons who had come immediately, or recently, from Ireland. This further reduces the English contribution to the total, properly so called, to about 68,000. And, further, as of the whole 6,888 embarked in Scottish ports on less than 3,600 were from Glasgow, which has a proportion of Irish-born population only equal to that of Liverpool, and offers similar facilities for the embarkation of Irish emigrants, we may, perhaps, safely add 3,000 more to the Irish section, deducting from that given to Scotland.

The British emigration of the year will then, in round numbers, stand thus:— From England, 63,000; From Scotland, 178,900; From Ireland, 248,000. The total number of cabin passengers was only 6,810. Of these 577 were foreigners. Thus the portion due to the British emigration would be 6,233—or considerably less than three per cent. Even this proportion was evidently very unequally divided. The 95,600 emigrants who embarked at Irish ports had among them only 811 cabin passengers, or less than one in the hundred; while the 6,800 embarked at Scotch ports had 709, or about 8 in the hundred. The English account is disturbed by the large proportion of Irish embarked at Liverpool. But taking these as before, at 80,000, and allowing them out of the 4,713 cabin passengers (not foreigners) going from England, the section of 1 per cent, as indicated by the emigration from Irish ports, we have about 4,000 cabin passengers to a total of 55,000 English emigrants, giving about six in the hundred.

When we may infer that the proportion of cabin passengers among the 70,000 English and Scottish emigrants was six or seven times as great as among the 33,000 Irish. It may also be worth while to observe the proportion of each age and sex. The accounts before us being framed under a law which recognizes only one distinction of age—that marked by the age of 14—the division cannot be otherwise than roughly made. We have no means of ascertaining the various ages of those returned as "adults;" or how large a proportion of them were more or less than 30 years beyond the age of 14, and so advancing towards an age indicating them for the exertions of a new settlement. The cabin passengers also excluded from this part of the inquiry. The remaining 251,460 (including about 8,800 foreigners) were thus divided:— Above 14. Under 14. Total. Males.....100,119 28,508 128,627 Females.....78,592 26,196 104,788

Thus, the whole number of children under 14 was nearly equal to the number of females over that age; and in the proportion commonly supposed as the average of three to one married couples, the number of couples so provided would be only 24,800, leaving about 51,700 of the females over 14 without children. Many, however, were no doubt unmarried, though above that age; and some, particularly among the large proportion of Irish peasantry, who do not willingly part from their elderly relatives, must have been aged. Generally, the proportion of the sexes is as favourable as could be expected; and is, perhaps, as nearly equal as is desirable with reference to the first arduous labours of a new settlement. It is remarkable that the proportion of adult females is considerably larger among the emigrants to Canada than among those to the United States. This is probably attributable to the wider and more various field of exertion and enterprise offered by the States to young unmarried men.

One or two features of the returns remain to be noticed. The Australian emigration seems to be furnished almost entirely by England; by far the greater part of it from Plymouth, and nearly all the rest from London. Scotland sent nearly as many to the West Indies (168) as England (195), notwithstanding the difference of six to one in the population. The Cape, like Australia, has scarcely any British emigrants, except from Plymouth and London. All who embarked from Irish ports went to North America, excepting two, who went to the West Indies; and the foreigners who embarked at London, and the Irish who all went to North America—5,651 to the United States, and 1,057 to Canada. Hence it would appear that the power fields of colonization are chiefly occupied by the English; that the Scotch have nearly an equal share with them in the emigration to the West Indies and other places in the West Indies and North America. The emigration to the West Indies absorbs all the emigration from Plymouth, which is quite in accordance with the general distribution of capital, skill, and enterprise, in the large divisions of the Kingdom.

SHANGHAI.

(STATISTICS OF THE TRADE OF SHANGHAI, PUBLISHED BY THE BRITISH CONSUL-GENERAL.)

IMPORTS 1st TO 31st AUGUST.

Table with columns: Articles, Quantity, Value, etc. Includes items like Cottons, Woollens, Sundries, etc.

Additional Import per Mainsay, Sheep's Hides, Jesus, Spanish Wine, etc. Re-exported per Sir Edward Ryan, Sarah Louise, etc.

PRINCIPAL IMPORTS 1st JANUARY TO 31st AUGUST 1848.

Table with columns: Cottons, Woollens, Eastern Produce, etc. Values in Pounds and Pence.

EXPORTS OF TEA TO THE UNITED KINGDOM, 1st JULY TO 31st AUGUST.

Table with columns: Congou, Souchong, Sorts, etc. Values in Pounds and Pence.

TO THE UNITED STATES.

Table with columns: July, Helena, New-York, etc. Values in Pounds and Pence.

EXPORTS OF RAW SILK AND SUNDRIES.

Table with columns: August, Sir Edward Ryan, Charles Wigram, etc. Values in Pounds and Pence.

NEW ADVERTISEMENTS.

NOTICE. BOTTOMRY required on the French Barque "ENTREPRISE," Captain BIANCON, 214 Tons Burthen, now lying in the Inner Harbour of Macao. Further particulars can be obtained on application to Monsieur ZAVALAS, Officiating French Consul at Macao, to whom Tenders for the amount needed, \$5100 can be made. BIANCON, Commander of the Barque "Entreprise" of Nantes. Macao, 9th September, 1848.

NOTICE. THE Company of B-49 Barrels of BEER, ex John Laird from London, is requested to take delivery of the same. Apply to RAWLIE, DUNS & Co. Victoria, 16th September, 1848.

NOTICE. THE VICTORIA DAILY ADVERTISER AND SHIPPING LIST is published every Morning, and contains a correct Report of the Shipping in the Harbour, Arrivals, Departures, and time of Sailing of Vessels. The Proprietor spares no expense in obtaining the requisite information. An Afternoon List is also published. Parties wishing to subscribe to either of the above Papers, will please send in their names to Mr. FRANKLYN'S Office. Hong Kong, 19th September, 1848.

GRAM. JUST landed the first English China of 1848. Mr. FRANKLYN'S Office. Victoria, 19th September, 1848.

PUBLIC AUCTION.

MESSRS SMITH & BRIMELOW, have received instructions to dispose of by Public Auction, on Friday the 22nd instant, at 11 o'clock a.m.—The condemned Masts, Spars, Rigging, and Sails of the Barque "Hermes," Capt. CORNILLI. ALSO, The Lorcha CHUSAN, and a Despatch Boat, pulling 23 Oars with Masts and Sails, all complete. ALSO, A Sampan, with Sails, Oars, &c. AT THE SAME TIME, A quantity of good English Black and White Paint, Paint Oils, Thirty or Forty Coils of Europe Rope, from 1 1/2 to 2 inches; a quantity of Hides Rope for Ships use; Ship's Boards; two Iron Tanks used for Oil; a lot of Manila Timber, suitable for house buildings, and some other Wood of various descriptions. The Sale to take place on the premises of Messrs. RAWLIE, DUNS & Co. Terms Cash, all Lots to be cleared away as soon as possible. Hong Kong, 19th September, 1848.

NOTICE. THE Subscriber begs to inform the Merchants and Ship Masters in China, that he continues to furnish a correct Report from the 11th inst. in English, in the dock, and any one order, at the same rate as those charged during the last twelve months. Am. Iron work made of refined Iron and Steel. Mr. FRANKLYN'S Office. Victoria, 19th Sept. 1848.

J. INESS being aware of the great inconvenience families are subject to in not being able at all times to procure articles of every day consumption of a good and wholesome character, the passage by way of the Cape being a very tedious and long; J. Iness having taken things into consideration has made arrangements with the well known House of THOS. HARRISON & Co. to ship every month by the overland mail certain quantities of Cheddar, Gloucester, and Berkley Cheese; ALSO, Ham, Jams, and Jellies. J. Iness has now received his second Shipment which runs off in beautiful condition, and she hopes families in want of such articles will favour her with their patronage; the prices are the same as heretofore, no extra charge being made for the Expenses of overland carriage. J. Iness is receiving by every opportunity fresh supplies to be already well assorted and of every thing suitable for parties whose object is economy and comfort. Victoria, 15th Sept. 1848.

WANTED. ONE or two good COMPOSERS. Apply to the Proprietor of this Paper. NOTICE. THE Office of the FRIEND OF CHINA AND HONGKONG GAZETTE, has been removed to the new premises, 11, Cross Street, Singapore. THE Office of the FRIEND OF CHINA AND HONGKONG GAZETTE, has been removed to the new premises, 11, Cross Street, Singapore.

BILLS OF LADING FOR THE OVERLAND

FOR sale at this office, five forms of bills of lading for goods or specie shipped by the P. & O. Company's Steam packets. 1st. For goods deliverable at London; 2nd. For goods deliverable at Southampton; 3rd. For goods deliverable at Suez; 4th. For goods deliverable at Alexandria; 5th. For goods deliverable at Constantinople. These were printed after the Company's forms on Bank paper. Office "Friend of China," 25th October, 1845.

LIQUIDATORS REPORTS AND NAVY BILLS

FOR SALE.—At the Office of this paper, Commodore's cheque books. Ships Articles, with a extract of the merchant's accounts not endorsed on the back. Powers of Attorney, after forms by Chitty. Charterparties, after forms by Chitty. Bills of Lading. Chinese Tariff of Imports, and Exports, for counting houses.

SHIPPING INTELLIGENCE.

ARRIVALS.

- Sept. 27. Emma Stray, Red, from Whampoa. 19. Anna Robertson, Murro, from Madras 4th Aug. 16. London, Williamson, from Singapore 2d Sept. 17. Angious (Am.), Thep, from Whampoa 16th September. 27. Leeds, Pearson, from Whampoa 16th Sept. 17. John Cooper, Ware, from Bombay 1st August. 18. Hindostan, West, from St. John's Island, tugged by the steamer Corvair. 18. Kelpie, Sims, from Calcutta 17th August and Singapore 4th September. 18. Torrington, Riddles, from Whampoa 17th Sept. Sept. 16. Somnath, Lawson, from Bombay 1st August. Sept. 15. Duke of Cornwall, Whitehead, from Bombay 30th July. Aug. 21. Dardo (Spanish), Arcos, from Manila. September, 2. Wileson, Capes, from Singapore 3rd August. 5. Carthage (Am.), Fox, from Singapore 11th Aug.

PASSENGERS.

- Per London, — G. Gebhard. Per Hindostan, — Mr and Mrs Pearce, Mr Nye, and Mr Bueson and Servant. Per Kelpie, — Messrs R. Jordan, and G. Wilson.

REPORTS.

The Hindostan was damaged on the night of the 31st August, rigged jury-mast; anchored under St. John's Island on the 6th September; despatched a Boat to Hongkong for the assistance of a steamer. The Corvair arrived on the 13th, and towed her into Hongkong on the 16th.

DEPARTURES.

- Sept. 16. Nerubada, Crawford, Whampoa. 19. Samuel Russell (Am.), Palmer, Whampoa. 19. John Quincy Adams (Am.), Nickels, Whampoa. 17. Duina, Maxton, Whampoa. 16. Ariel, Curti, Calcutta. 18. Penderider, — Amoy. 19. Anna Robertson, Murro, Whampoa.

STEAMERS LIGHTS—TO PREVENT COLLISION.

The following paper has been issued by the Admiralty:—Whereas, under, and by virtue of the Act of Parliament, passed in the 10th year of the reign of our present Majesty, entitled "An Act for the Regulation of Steam Navigation" &c. we hereby require, in pursuance of the said act, that lights shall be exhibited by all British steam vessels, between sunset and sunrise, of such description, and in such manner, as is therein mentioned, that it may be known, when under weigh—1. Bright white lamp at the foremast head; 2. Green light on the starboard side; 3. Red light on the port side. When at Anchor—A common bright light. The following conditions to be observed, viz:— 1. The mast-head light shall be visible at a distance of at least 5 miles in a clear dark night, and the lantern to be so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass—viz. from right ahead to twenty points aback the beam on each side of the ship. 2. The coloured side lights shall be visible at a distance of at least two miles in a clear dark night, and the lanterns to be so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass—viz. from right ahead to two points aback the beam on their respective sides. 3. The red lights to be hoisted, fitted with a broad screen, at least 12 inches long, to prevent them from being seen across the bow. The lanterns to be replaced a fore and aft line with the lantern edge of the side light. 4. The lanterns placed on the anchor to be so constructed as to show a good light all round the horizon. It is ordered, that by the intention of the Lords of the Admiralty, the lights shall be exhibited in accordance with the said Act, and that it is to be held that any vessel which shall be found to have failed to exhibit any light prescribed by the said Act, shall be liable to be proceeded against as if it had failed to exhibit any light prescribed by the said Act, and that any vessel which shall be found to have failed to exhibit any light prescribed by the said Act, shall be liable to be proceeded against as if it had failed to exhibit any light prescribed by the said Act.

SHIPPING IN OVERSEA.

Table with columns: Ship, Destination, Agent. Includes entries for Hongkong, Shanghai, Amoy, Foochow, Canton, Swatow, etc.

MERCHANT VESSELS.

Table with columns: Ship, Destination, Agent. Includes entries for various ships like Achilles, Adelaide, Amoy, etc.

SHIPPING IN CHINA.—Continued.

Table with columns: Ship, Destination, Agent. Includes entries for Duroc, Whampoa, Macao, etc.

VESSELS LOADING.

Table with columns: For, Ship, Consignee, Intended Dispatch. Lists destinations like London, Liverpool, Calcutta, etc.

VESSELS EXPECTED.

Table with columns: Date, Ship, Consignee. Lists expected arrivals from various ports.

FROM BORTHARTON.

Table with columns: Date, Ship, Consignee. Lists arrivals from Bortharton.