

# THE FRIEND OF CHINA AND HONGKONG GAZETTE.

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TERMS OF SUBSCRIPTION TO THE FRIEND OF CHINA AND HONGKONG GAZETTE, per Annum, 12 Dollars. Six Months, 7 Dollars. Three Months, 4 Dollars; all paid in advance. Credit pending to the Office for papers are requested to pay cash.  
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FOR ENGLAND, CALCUTTA, MADRAS, BOMBAY Also, en route to the above, SINGAPORE, PENANG, GALLI—MALTA, SUEZ, ADEN —COLOMBO, COCHIN, CALCUT, CARRACKS, MANAGORAI, GOA, YNOROLA.

THE PENINSULAR AND ORIENTAL COMPANY'S Steam Ship, BRAGANZA, will leave for the above places on Monday the 30th of October.

Cargo will be received on board until Noon, and STRECH until 4 P. M., of Saturday the 28th.

For further particulars regarding FAREPORT and PASSENGE apply at the P. & O. S. N. Company's Office, Hongkong.

J. A. OLDING, Agent.

THE P. & O. S. N. CO.'S STEAMERS, will in future proceed through to BOMBAY, and be prepared to receive CARGO and PASSENGERS for that place at hereafter.

J. A. OLDING, Agent.

P. & O. Co.'s Office, Hongkong, 16th September, 1848.

NOTICE.

TUE P. & O. S. N. CO.'S STEAMERS, will from this date undertake the conveyance of Goods from China, and the Straits, to Southampton, under the conditions specified in their customary Bill of Lading, at 3 percent for Gold and Silver Bullion.

J. A. OLDING, Agent.

P. & O. S. N. Company's Office, Victoria, 13th September, 1848.

NOTICE.

THE rates of freight on Treasure to the Straits and India per P. & O. Company's Steamers will in future be the same for Gold and Silver.

Victoria, Sep. 15th, 1848.

FOR BOMBAY

THE SHIP DUKE OF CORNWALL, A. J. 580 Tons, Captain JOHN WINTERKILL, now at Whampoa, to sail end of October. For freight apply to KENNEDY, MACGREGOR & Co. Canton, 28th September, 1848.

FOR SALE.

THE last sailing Clipper Ship MAZEPPA of 164 Tons Register, built in New South Wales in 1846, well found in all necessary Stores, and can be sent to sea immediately. Apply to Messrs BLENNIN, RAWSON & Co. Hongkong, 2d October, 1848.

FOR LONDON.

TO SAIL ABOUT THE END OF OCTOBER. THE first sailing Tug built Ship LARKINS, 700 Tons, CHARLES GARDNER, Commander, has superior accommodations for Passengers, and carries a Surgeon. Apply to Messrs DENT & Co. Hongkong, 4th September, 1848.

TO LET.

A HOUSE on the North side of Gough Street. Apply to GIBB, LIVINGSTON & Co. Hongkong, 12th September, 1848.

TO LET.

A Verandah HOUSE in Shelley Street, (near the Magistracy) containing Dining and Drawing Rooms, two Bed Rooms, with Bath-rooms attached. Out House, Stable, and Garden. Rent \$30 per Month. Apply to Messrs BOWRA, HUMPHREYS & Co. Hongkong, 5th September, 1848.

TO LET.

SPACIOUS Godowns and dwelling houses, built of Granite and lately occupied by Messrs Thomas, Barter & Co. The property is situated near the centre of the Town (Victoria, Hongkong) and has a water frontage. Apply on the Premises, or to THOMAS RIPLEY & Co. Shanghai.

TO LET.

COMMODIOUS and secure GODOWNS in a central part of the town. Apply at this Office, Friend of China, Victoria, 4th August, 1848.

FOR SALE.

A BUILDING Allotment on the Queen's Road. Apply at this Office, Office of Friend of China, 23th May, 1848.

NOTICE.

THE HONGKONG AND SHANGHAI STEAMSHIP SOCIETY, are prepared to grant BULLION, payable in London, Liverpool, Canton, Bombay, and China.

AGENTS HEARD & Co.

Canton, 20th August, 1848.

HINDOSTAN INSURANCE COMPANY AND TROPIC INSURANCE COMPANY.

THE PHOENIX MARINE INSURANCE COMPANY having been appointed to adjust all outstanding claims of the above mentioned Offices, holders of Policies therein will please communicate with the Underigned.

MURROW & Co.

Agents Phoenix Mar. Insurance Coy. Canton, 18th September, 1848.

AMICABLE INSURANCE OFFICE OF CALCUTTA.

THE Underigned are authorized to grant POLICIES for the above named Office, payable in CANTON, SINGAPORE, BOMBAY, CALCUTTA, and LONDON.

SYME, MUIR & Co.

Hongkong, 15th July, 1848.

NOTICE.

THE Partnership heretofore existing at Hongkong between JAMES WHITE and RICHARD OSWALD under the style of RICHARD OSWALD & Co. has been dissolved by mutual consent, and the interest and responsibility of the said RICHARD OSWALD in the firm of JAMES WHITE & Co. of this place ceased on the 30th of June last.

JAMES WHITE.

Shanghai, 9th Sept., 1848.

NOTICE.

MR. MARTIN WILHELMY, is authorized to sign our Firm by Procuration.

BOUSTEAD & Co.

Canton, 20th May, 1848.

NOTICE.

THE Firm of HESAN & Co. China, was dissolved from the 30th of June last.

Outstanding accounts will be settled by AUGT. CARTER.

Hongkong 1st July, 1848.

NOTICE.

THE Business hitherto conducted in China under the Firm of VANEMBURG ROSENWINKEL & Co. is this day dissolved.

Messrs REYNVAAN & Co. are authorized to sign for the liquidation.

Canton, 1st February, 1848.

NOTICE.

THE Underigned has this day established himself in Hongkong for the management of a GENERAL AGENT & COMMISSION BUSINESS under the style of GEO. LYALL & Co.

GEO. LYALL.

Hongkong, 2nd October, 1848.

SOUTH AMERICAN PIG COPPER.

2000 Piculs Pig Copper on board the Ship Matilda at Hongkong, for sale by RUSSELL & Co.

25th September, 1848.

FOR SALE.

ALSOPPS' PALE ALE, in Cask. Apply to GIBB, LIVINGSTON & Co. Hongkong, 28th September, 1848.

FOR SALE.

BANCA TIN. Apply to OLYPHANT & Co. Canton.

14th August, 1847.

FOR SALE.

ENGLISH (Navy) and Scotch CANVAS as sorted, No. 1 a 7. Apply to W. SCOTT & Co. Hongkong, 29th September, 1848.

FOR SALE.

PALE ALE in Wood and Bottle. Also CORKS. Apply to W. SCOTT & Co. Hongkong, 29th September, 1848.

JUST RECEIVED.

A N assortment of Ladies White and Colored Muslin dresses.

HOLMES & BIGHAM.

Victoria, 23th August, 1848.

HOLMES & BIGHAM have received by late arrivals, a complete assortment of Gooding fine Black and Blue Cloth; Scotch Tweeds of every variety of pattern; Waistcoatings; Black and White fine Merinoes; Flannels; Merino and Lambwool singlets and drawers; Socks and Stockings, &c., &c.

Shot No. 1 to 10; Figure & Wild's finest Gunpowder, and Percussion Capes.

Victoria, 27th September, 1848.

MESSRS SMITH & BRIMELOW have received a quantity of 7 inch, 8 inch, 9 inch, 10 inch, 11 inch, and 12 inch English Rugs, which they offer for sale.

Agents and Dealers in Canton, Shanghai, and Hongkong.

SMITH & BRIMELOW, 22nd April, 1848.

SMITH & BRIMELOW have received a large supply of Dutch and American Butter, in 15 lbs. Kegs, of superior quality, and which they can highly recommend.

No. 1 & 2 Woomam's Buildings, Victoria, 22nd April, 1848.

FOR SALE.

BRIMELOW Columbia River Beef in Casks, and Columbia River Salmon, or Trout.

Paint Oil in Demi-johns.

SMITH & BRIMELOW.

No. 1, Woomam's Buildings, Victoria, 22nd February, 1848.

FOR SALE.

An excellent assortment of Carpeting and Hearth Rugs to match, just received ex Helen Stewart.

SMITH & BRIMELOW.

No. 1, Woomam's Buildings, 15th August, 1848.

SHIP CHANDLERS STORES.

And supplies of every description, required for Ships use, on sale by the Underigned.

CAILS Made and Repaired.

JUST RECEIVED.

A large Assortment of Canvas, Bleached and Unbleached.

Real Edinburgh Ale, East India Pale Ale, &c. &c.

Good Dry Stonzes with water Proofs.

CHARLES BUCKTON,

Shipping and Commission Agent, Queen's Road, Victoria, 25th Jan., 1848.

NOTICE.

THE Subscribers beg to inform the Merchants and Ship Masters in China, that he continues to furnish American Spars from 75 feet long, 23 inches at the dock, and any size under, at the same rates as those charged during the last twelve months.

ALSO,

Iron work made of refined Iron and warranted. Rigging Chain of all sizes.

Iron Sheaves do. do.

Lignumvise Sheaves and Blocks of sizes, made to order.

Man Hoops, Jib-hanks Lead, Cars, Pitch, Tar, &c., &c.

GEORGE FRAZAR.

Hongkong, 15th September, 1848.

FOR SALE.

THE Bowling-Alley, Billiard Saloon Table and Fixtures, with right, title, and good will to lease, &c., of that well-known house the "AZARON." For further particulars apply on the Premises.

ALSO.

The Livery Stables attached to the premises.

Victoria, 26th September, 1848.

J. ROGERS & Co.

Ship Chandlers of Manila.

BEG leave to inform OWNERS and CAPTAINS of WHARF SHIPS, that the Government of Manila has abolished the Tonnage Duty and Crew-allowance Duties heretofore existing on Wharves touching at that Port for refreshments. This regulation will commence from the 1st of January, 1849; and will afford Whaling Captains the means of supplying their vessels with all kinds of Stores at the most moderate rate.

Manila, 12th July, 1848.

VICTORIA DISPENSARY,

QUEEN'S ROAD.

SODA WATER and LEMONADE of Superior Quality.

MACAO, at HYNAM'S, China Shopkeeper.

Victoria, 11th June, 1848.

A GARD.

DR. BALL Surgeon Dentist, begs leave to inform the community of Hongkong, that he will remain for a limited time in Victoria, where he may be consulted in regard to his profession. Teeth cleaned, filled, and extracted; Mineral Teeth inserted; and particular attention given to the regulation of the Teeth. Please address to the Care of DANLON & Co.

E. L. BALL, M.D.

Hongkong, September 1st, 1848.

\$4000.

WANTED to borrow the above sum for TWO YEARS on valuable LAND and Immovable Securities, situated in one of the best localities within the Territory of Victoria, for which a Liberal Rate of Interest will be paid.

For further particulars apply to Messrs DANLON & Co., 22nd August, 1848.

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For further particulars apply to Messrs DANLON & Co., 22nd August, 1848.

THE FIRM of RAWLE, DUUS & Co. Hongkong, are this day dissolved, by mutual consent. All persons having claims, against either firm, will please send their accounts for payment, and those indebted to the firm, will please make payment, to the Underigned.

S. B. RAWLE.

N. DUUS.

Victoria, Hongkong, 1st October, 1848.

NOTICE.

THE Underigned begs to intimate that he will continue to carry on a GENERAL AGENCY, and COMMISSION BUSINESS, on the same premises as formerly, under the Firm of N. DUUS & Co.

N. DUUS.

Victoria, Hongkong, 1st October, 1848.

NOTICE.

N. DUUS & Co. will receive goods on Storage in their godowns, at a moderate rate.

ALSO.

Receive and forward Goods, or Parcels to any part of Europe, India, or to the East Coast of China.

Victoria, Hongkong, 1st October, 1848.

NOTICE.

THE LORCHAS formerly run by RAWLE, DUUS & Co. will for the present be continued by

E. B. RAWLE.

N. DUUS.

Victoria, Hongkong, 1st October, 1848.

FOR SALE.

CHAMPAGNE, Hock, Charet, Sherry, Port, and all Superior wines—in one and three dozen Cases; a few one dozen Cases of old Cognac, Whisky and old Tom; English bottled Beer and Stout by Marzetti; and Beer, Brandy and Arrack, in Wood.

S. B. RAWLE.

N. DUUS.

Victoria, Hongkong, 1st October, 1848.

OVERLAND ROUTE VIA TRIESTE.

THE DIRECTORS of the AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY have decided on re-opening the direct line between Alexandria and Trieste on the 10th of May, 1848, as at 10 correspond with the Bombay Mails which leave Alexandria about the 18th to 20th of each month.

Owing to the foundering at Sea of the vessel bringing out two of the Engines, the Company are under the necessity of postponing to about two months later the laying on of the Second Monthly Steamer, (which intended to meet the arrival at Alexandria of the Passengers &c., by the Calcutta vessel.

No longer delay will be necessary on this account the Company fortunately having at this moment a third pair of Engines of the same power and construction in course of shipment from London.

The first of these vessels is called the ITALIA, the second the GERMANIA. They are each of upward of 600 Tons burthen and 260 Horse power the number of Berths in each is as under viz:—

38 first Class including 16 for Ladies.

20 second " " 4 for females.

The FARES to be £18 for First Class, £12 for Second Class and £8 for Third Class, the latter on deck.

The amount of Fare includes Table money and Servants fees.

The voyage is expected to be made in 5 days to 5 1/2 days and as the Quarantine at Trieste from Alexandria is now reduced to 5 days (day of departure and arrival both counted) and on board the Company's Steamers there are health officers to make the days of passage count, it follows that with a clear bill of health, passengers will get through immediately on arrival at Trieste.

Carriers will be held in readiness to start for London with letters and despatches immediately on arrival of the Steamer.

Agents and Ballast Companies over the Continent to the effect, that it is expected, their consignees will accompany the steamer to Trieste and Alexandria to be re-embarked, and the day of departure from London will be as usual, and the day of arrival at Alexandria will be as usual.

The above is a general notice, and it is to be understood that the Company will not be responsible for any loss or damage to goods or passengers, or for any delay in the voyage, or for any other cause, which may arise, unless it be proved that the same has been caused by the negligence of the Company.

For further particulars apply to Messrs DANLON & Co., 22nd August, 1848.

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“Gentlemen” was he justified in offering a bait which might tempt ignorant men to perjure themselves in order to obtain their liberty and be absolved from a charge (however groundless) which placed their lives in jeopardy. That they did not become Queen’s evidence is a sufficient refutation of the assertion that they were anxious to do so at Shanghai. The law is thus laid down in “Archbishops pleading and evidence in criminal cases,” page 116.

“In the case of a confession before a magistrate or other person, if it appear that the defendant was induced to make it by any promise of favour, or by menaces, or under undue terror, it shall not be received in evidence against him. Hale 285.” Again at page 117.

“A confession, with a view, and under a hope, of being thereby permitted to turn Queen’s evidence, has been held inadmissible. R. v. Hall, 2 Leach, 559.”

In his examination before the Shanghai Consul Captain Pitman laid some stress on Mr Cole’s admission that he had not communicated with the Mandarin. This Captain Pitman reiterates before the Chief Magistrate. “I asked him (Captain Cole) if he had any communication with the Mandarins and what he had done with the people belonging to the Junk, he said No to the first question, and to the second that the people were on board the Spec.”—Captain Pitman’s memory must be defective, and it appears as if he had undergone a degree of excitement not to be looked for in an Officer of his experience. Mr Tremlett the senior Lieutenant of the Childers reports the conversation between Captain Pitman and Mr Cole very differently as will be observed by an extract from his deposition.—“When asked why he had not communicated with the Chinese war Junks as to the capture, he replied that he had done so and that two Chinese Mandarins had been on board the Spec.”

The case was brought forward for trial before the High Court of Admiralty on the 3rd Instant. Commissioners, Chief Justice Hulme, Commodore J. Plumbridge, Captain Morris, Major William Gaine, and Mr C. B. Hillier. Grand Jurors, Messrs Wilkinson Dent, J. C. Braine, Crawford Kerr, J. P. Edger, Adam Scott, J. G. Morison, W. F. Baran, J. D. Muir, J. A. Olding, Thomas Larkins, Joseph Jardine, C. F. Still, John Holliday, Roger Jackson, T. D. Neave, and John Ricketts, foreman.

The Chief Justice in charging the Grand Jury observed that the principal evidence was that of Captain Cole, and although he had not been induced to give evidence by intimidation, it was in answer to questions put to him without his having been cautioned against incriminating himself. There was no proof to show that a felonious attack had been made, none of the Chinese crew of the captured Junk being produced as witnesses; nor was there any evidence to show that the Junk was taken from the possession of the owners; nor that the two men charged in the indictment as having been wounded by the prisoners were so wounded. If the Jury were satisfied with the evidence they would find a true bill; if not, the prisoners would be discharged.

After about two hours consideration the Grand Jury returned the indictment to the Clerk of the Court with an endorsement of “No true bill.” The prisoners were ordered to be discharged. Mr Pepper moved the court that the other four men belonging to the Spec be also discharged. The Chief Justice asked upon whose warrant they were detained, and said he the sooner they are let out the better.”

The Grand Jury, with the slender evidence before them could hardly have found a true bill. The Chinese witness had saved himself by flight, and with the exception of Captain Cole’s alleged confession, there was not a title of proof before the Jury to substantiate the charge of piracy and murder. Captain Cole’s confession, had he made it in open court, could only incriminate himself; but casual declarations such as that said to have been made to Captain Pitman unsupported by other testimony, can have little weight with a Jury. On this point we quote from “Starbuck on Evidence” Vol. I. page 549:—

“Of all kinds of evidence, that of extrajudicial and casual declarations is the weakest and most unsatisfactory; such words are often spoken without serious intention and they are always liable to be mistaken and misinterpreted, and their meaning is liable to be misapprehended and exaggerated.”

A hearer is apt to clothe the ideas of the speaker, as he understands them, in his own language, and by this translation the real meaning is often lost. A witness, who is not entirely indifferent between the parties, will frequently, without being conscious that he does so, give too high a colouring to what he says, and so strongly and emphatically impressed, where particular expressions are detailed in evidence, which were used at a remote distance of time, or to which the attention of the witnesses was not particularly called, or where misconception was likely to arise from their situation and the circumstances under which they were placed, or from the prejudice of the witness, especially if his object was to extract an admission for the purposes of the cause.

Such evidence is fabricated easily, contradicted with difficulty. In cases of this kind, the conduct of the parties, and those facts and circumstances of the case which are free from suspicion, are frequently the safest and surest guides to truth. Evidence of this nature is of the very weakest kind, when it is doubtful whether the party making the admission knew his legal rights and situation.”

We have endeavoured to lay the case impartially before the public; and now close with a petition to the British Consul at Ningpo from the Hong which chartered the Spec:—

The Humble Petition of the, Yussow now, for the gracious consideration of His Honour the British Authority at Ningpo.

Sheweth, that during the 2nd moon of the current year they hired from the British merchant Davidson a trading vessel, for the purpose of giving protection to the Ningpo Junk, trading to the North, and that an agreement was drawn up to that effect.

That in consequence put on board Mr Davidson’s Schooner of Spec” two men as pilots to point out to the Schooner the Junks which belonged to her.

That several months have since passed and that during this space of time the Schooner has succeeded in receiving and bringing back into the Port a great many vessels.

That in consequence of some of their Junks not having yet arrived in Port, they again applied for the pilotage of the same Schooner to sail out, and bring them in under her protection.

That as usual they put two men on board, named Koo-tai-kin and Chia-kei-ching, to serve as guides, and point out the Junks.

That greatly to their astonishment, as last month the Schooner was out at sea repeating the Pirates, a British man-of-war came to sight, seized the Schooner, and carried her along with the two men, they had put on board, down to Hongkong.

That they respectfully beg to state that these two guides are honest men employed on this service by their Hong.

That further the families of these men are extremely alarmed on their account, and that there is not a day, that they do not present themselves at the Hong with incessant supplications for their restoration.

That Your Honour’s humble Petitioners have no other resource but to make an application to your Honour and beg that you will have the kindness to procure their return to Ningpo, thereby restoring the minds of their distressed families and relations.

Presented 12th July 1848. A true translation. CHAS. SINGLAIR, Interpreter in charge.

WAR IN CHINA.

The South Australian Gazette, of the 17th June, states that Captain Younghurst, of the Princess Royal, spoke the Francis Barclay, of Shanghai, who reported that war was declared with China; and that Canton would no doubt be taken possession of.

Commodore John Pepper, of the Indian Navy, Acting Naval Store-keeper, died last Friday morning at Poona, whether he had proceeded for a change of air. Captain Pepper was the senior officer of the Indian Navy, of which at one time he officiated as Superintendent, and was greatly esteemed and respected in every branch of the public service. Captain John Pepper was Commodore at Surat till the abolition of the appointment in 1840, when he returned to England. He took out the Acor to China in 1842, and with her returned to Bombay, where he was appointed Mr. Store-keeper, on the demise of Captain Simons, in April 1844. He became Acting Superintendent of the Indian Navy in October 1844, when Sir Robert Oliver returned to England, but on account of sickness obliged to resign this and proceed to Europe in April 1845. He returned thence about a twelvemonth since, and was placed as Captain on board the bark Hastings, where he continued some months on the bare allowances of his rank. In May he once more resumed the duties of Store-keeper, of which Captain Robinson had been in temporary charge. The 2d Grandier Regiment of N. 1, under the command of Lieut. Colonel Bulkeley, attended his remains to the grave, with military honors, the same evening.—Bombay Times, August 9.

WRECK OF TWO VESSELS, AND LOSS OF KING LIVES.

(From the S. M. Herald, July 10.)

It is with regret we have to announce this morning the total wreck of the schooner Wanderer, 131 tons, Captain Croston, and the Elizabeth 32 tons, Captain Barter, both within this harbor.

The Wanderer left Luncheon on Wednesday last, and entered the Heads about half-past eleven o’clock on Saturday night, during a heavy gale from the south-west. The captain having, we suppose, great confidence in the sailing qualities of the vessel, and possessed himself of a thorough knowledge of the harbour, attempted to work her back, but when off Inner Middle Head, about two or three miles, she missed stays, and being close to the lead and unable to get the main-sail off her in time, her starboard bow struck, and it is supposed the vessel almost immediately sunk. At daylight yesterday morning the main-topmast of the vessel was observable from the floating light-ship, with a main derrick to it. Mr. Peit with great risk immediately proceeded to his assistance in a boat, with three hands, and fortunately rescued him. When got on board the light ship he was in a state of great exhaustion, having been in the position he was found eight hours; he then gave the above particulars, stating that he was a foremast hand, and that there were two passengers on board; besides the crew, in all nine persons, excepting himself; their names we have been unable to ascertain. She had met with very bad weather along the coast, and off Wallongong lost her fore-yeast, which in some measure accounts for her missing stays. On

reaching the light-ship Mr. Peit made the signal for a pilot, when Mr. Gibson immediately went off, and on ascertaining particulars returned to Watson’s Bay for the assistance of the pilot; all of whom, in two well-manned boats, proceeded to the wreck, in order to ascertain if any of the unfortunate people had reached the shore. After about eight hours, Gibson and Jackson returned to their duty, leaving Messrs. Moffat and Barter to continue the search, which they did for some time, but were unable to discover anything except a boat that was stove, and a few packages floating. It is therefore almost certain that the whole of the persons on board, with the exception of the man now on the light-ship, have all perished. The vessel in the property of Mr. Cook, and is insured in Sydney. Her cargo consisted principally of grain. Capt. Moriarty and Brown, with several other persons from Sydney, proceeded to the wreck during the afternoon, but of course could render no assistance.

Whilst Messrs. Moffat and Barter were on Reilly’s Beach, they observed another schooner adrift on Little Military Beach, to which they afterwards repaired, and found that it was the Elizabeth, Captain Barter, from Trossach Bay and Pampala, having left there on Friday last. She entered the Heads about one o’clock yesterday morning, and the captain finding that by the violence of the wind it would be removing a great risk to work up, anchored in Middle Head, where she rode in safety till ten a.m. At that time the chain of one of her anchors parted, when the captain slipped the other, with a view of working the vessel out, but being unable to do that, she drove on the rocks, where the whole of the passengers (nine in number) and the crew, consisting of four, were landed. Captain Barter, after a short time, that the vessel forged off the rocks, went on board again himself, and ran her on the beach, where she now lies bilged, with loss of masts. She is the property of Mr. C. Prout, and was rented by the captain for a certain sum per month. Her cargo consisted of potatoes. The passengers dined from the wreck yesterday afternoon, to walk to Sydney, one of whom got into town during the evening, and stated that he had parted company with the others on the road.

COMMERCIAL INTELLIGENCE.

(From the Sydney Morning Herald, July 22)

The transactions of the week have been considerable for the season, several large parcels having changed hands. British goods continue in demand for the most part, and the supply inadequate to our wants. A large portion of the goods that now come forward are either to the trade direct, or have come under indent. Stocks in the hands of the merchants are limited, imports being taken by the trade as they come to hand, and realising fair rates. So soon as our spring demand sets in, high prices may be looked for as imports of manufactures must fall off where we are nearly dependent on orders, especially sent forward for individual consumption.

Sugar.—About 200 tons were placed privately in lots; for good Pampanga we quote £19 to £23; at auction about 20 tons were taken at 15s. 3d, and 50 at 12s, ex Fanny Fisher.

China.—White is being rapidly taken off by the trade, and only a limited quantity in the hands of the Refiners. Sugar—Colonial—Between 20 and 30 tons have been taken during the last few days for shipment and by the trade, in anticipation of an advance; prices are as hitherto 55s per cwt.

English Sugar.—Some small parcels have been placed at 37s. 4d per cwt. Tea.—Considerable sales of Congo tea have been made at 7s. 6d. to 8s., both for shipment and to the trade; some Hyson Skin has also been placed, but we have heard of no large sales.

COMMERCIAL STATISTICS.

(Published under the Direction of the Canton British Chamber of Commerce, 20th September, 1848.)

EXPORT OF TEA AND RAW SILK FROM CHINA TO GREAT BRITAIN.

(From 1st July to 20th September, 1848.)

Table with columns: Date, Ships, Destination, Congou, Ceper, Scented Ceper, Sauchong, Sorta, Flower Pecco, Orange Pecco, Scented Orange Pecco, Total Black, Treenay, Hyson Skin, Hyson, Fongee Hyson, Imperial, Gunpowder, Tea, Peasds, Silk. Rows include data for 1848, 1849, and 1850, categorized by destination (To London, To Liverpool, To Our Ports, From Canton, From Shanghai).

REPORT OF THE FREE TRADE TO THE UNITED STATES.

(From 1st July to 20th September, 1848.)

Table with columns: Date, Vessel, Destination, Congou, Orange Pecco, Scented Orange Pecco, Total. Rows include data for July 20, Aug. 30, and Sept. 19, 1848, with totals for 1848 and 1849.

