

# THE FRIEND OF CHINA

## AND HONGKONG GAZETTE.

PUBLISHED EVERY WEDNESDAY AND SATURDAY.

VOL. VII. No. 85.

VICTORIA, SATURDAY, NOVEMBER 25th, 1848.

PRICE: 1/2 per copy.

TERMS OF SUBSCRIPTION TO THE FRIEND OF CHINA AND HONGKONG GAZETTE, per Annum, 40 Dollars. Six Months, 7 Dollars. Three Months, 4 Dollars; all paid in advance. Credit sent to the Office for papers are requested to pay cash. TERMS OF ADVERTISING.—Ten lines and under, 1 Dollar; additional 10 cents per line. Reprints one-third of the first insertion. Ships.—First insertion, 4 Dollars; subsequent insertions 4 cents. Advertisements to have written on the face of them, the number of times they are required to appear, otherwise they will be published until countermanded. In all instances, those who are not Subscribers, require to pay in advance.

For ENGLAND, CALCUTTA, MADRAS, BOMBAY Also, en route to the above, SINGAPORE, PENANG, GALLE—MALTA, SUEZ, ALEX—COLOMBO, COCHIN, CALCUTTA, CANNANORE, MANGALORE, GOA, VINDOBA.

THE PENINSULAR AND ORIENTAL COMPANY'S Steam Ship PEKIN will leave this for the above places on Wednesday the 29th of November.

Cargo will be received on board until Noon, and Specta until 4 P. M., of the 28th. For further particulars regarding Freight and Passages apply at the P. & O. S. N. Company's Office, Hongkong.

J. A. OLDING, Agent. Hongkong, 2nd November, 1848.

NOTICE. 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 as heretofore.

J. A. OLDING, Agent. P. & O. Co.'s Office, Hongkong, 18th September, 1848.

NOTICE. THE P. & O. S. N. COMPANY'S, will from this date undertake the conveyance of Specie from China, and the Straits, to Southampton, under the conditions specified in their customary Bill of Lading, at 5 per cent for Gold and Silver Bullion.

J. A. OLDING, Agent. P. & O. S. N. Company's Office Victoria, 18th September, 1848.

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

Victoria, Sept. 18th, 1848.

FOR SALE. THE HOUSE in D'Aguilar Street formerly occupied by the ORIENTAL BANK.

The adjoining house known as the Old COURT HOUSE.

AND, The Bungalow in Stanton Street at present occupied by Mr. J. C. Power.

AND The Bungalow in Cairne Road in the rear of Mr. Scott's Bungalow.

Apply at the bungalow in Cairne Road, and to Messrs FLETCHER & Co. Victoria, 17th November, 1848.

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

SEME, MUIR & Co. or to THOMAS RIPLEY & Co., Shanghai.

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

FOR SALE. A BUILDING Adjacent to the Queen's Road. Apply at this office. Office "Friend of China," 26th May, 1848.

AMICABLE INSURANCE OFFICE OF CALCUTTA. THE Undersigned are authorized to grant POLICIES for the above named Office, payable in CANTON, SINGAPORE, BOMBAY, CALCUTTA, and LONDON.

SYME, MUIR & Co. Hongkong, 18th July, 1848.

NOTICE. THE British Consulate conducted in China under the Firm of VANDERBURG BOMVINEZEL & Co. is this day dissolved. Messrs REYNOLDS & Co. are authorized to sign for the liquidation. Canton, 1st February, 1848.

NOTICE. THE Partnership heretofore existing at Hongkong between James WHITE and RICHARD OWEN under the style of HONGKONG & Co. has been dissolved by mutual consent, and the interest and responsibility of the said RICHARD OWEN in the firm of JAMES WHITE & Co. of this place ceased on the 8th of June last.

JAMES WHITE. Shanghai, 9th Sept. 1848.

NOTICE. MR. MARTIN WILHELMY is authorized to sign our Firm by Procuration. BOGSTEAD & Co. Canton, 20th May, 1848.

NOTICE. MR. JOHN GIFFORD, of Calcutta, has resumed his Interest and Responsibility in our Business. JAMESON, EDGER & Co. Hongkong, 20th November, 1848.

NOTICE. THE Partnership hitherto subsisting between the Undersigned at Bally Badong and at Hongkong under the Firm of BURD, LANGE & Co. was dissolved on the 14th July last by mutual consent. The Bally Badong outstandings will be settled by Mr M. LANGE at Bally Badong, and those of Hongkong by Mr JOHN BURD at Hongkong. The Business at Bally Badong will be continued by Mr M. LANGE in his own name and on his own account, and at Hongkong by Mr JOHN BURD on his own account, under the Firm of JOHN BURD & Co.

(Signed) JOHN BURD. M. J. LANGE. Hongkong, 10th November, 1848.

NOTICE. MR. FRED. H. BLOCK is authorized to sign our Firm by Procuration. JOHN BURD & Co. Hongkong, 10th November, 1848.

NOTICE. HAVING Associated ourselves with Mr S. B. RAWLE, of the late Firm of RAWLE, DUGG & Co., our Business will be conducted in future under the Name of RAWLE, DRINKER & Co. DRINKER & Co. Hongkong, 1st October, 1848.

NOTICE. THE Undersigned having taken the premises lately occupied by Mr Chas. Buckton, has recommenced business as a Shin Chandler and General Storekeeper under the firm of A. H. FRYER & Co. A. H. FRYER. Hongkong, 1st November, 1848.

FOR SALE. ALLSOPPS' PALE ALE, in Cask. Apply to GIBB, LIVINGSTON & Co. Hongkong, 29th September, 1848.

FOR SALE. BANCA TIN. Apply to OLYPHANT & Co., Canton. 14th August, 1847.

FOR SALE. SHEATHING COPPER of various sizes; also Copper Nails. BUSH & Co. Hongkong, 26th October, 1848.

FOR SALE. ENGLISH (Navy) and Scotch CANVAS assorted, No's. 1 & 7. Apply to W. SCOTT & Co. Hongkong, 29th September, 1848.

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

FOR SALE. A Splendid Square PIANO FORTÉ. Apply to W. H. FRANKLYN, Victoria, October 4, 1848.

FOR SALE. BEST Table Rice in two mixed bags. W. H. FRANKLYN. Victoria, 3rd November, 1848.

JUST ARRIVED and for Sale by Douglas L. LAPRAIK a handsome assortment of Suspension and Pedestal Solar Lamps with one, three, and four Burners. Wellington Terrace, 18th October, 1848.

FOR SALE. A SUPERIOR ORGAN, of great power and a sweetness of tone. In Hardwood case constructed by Messrs Wood & Co., plays upwards of forty favorite airs. Apply to DOUGLAS LAPRAIK, No. 1 D'Aguilar Street, Victoria, 10th October, 1848.

NOTICE. THE Subscriber begs to inform the Merchants and Ship Masters in China, that he continues to furnish American Spars from 75 feet long, 33 inches at the deck, and any size under, at the same rates as those charged during the last twelve months.

AND, Iron work made of refined Iron and warranted Rigging Chain of all sizes. Iron Shaves do. do. Lignumvitæ Shears and Blocks of iron, ready to order. Mast Loops, Jib-hoist Lead, Oars, Pitch, Tar, &c. &c. GEORGE FRAZER. Hongkong, 15th September, 1848.

CHINA BRANCH OF THE ORIENTAL BANK.

LOCAL BUSINESS.—The Bank receives money in Deposits as follows: 1. For 3 Months certain, bearing Interest at 3 per cent per annum. 2. For 6 Months certain, bearing Interest at 4 per cent per annum. 3. For 1 Year certain, repayable on 3 Months' notice at 5 per cent per annum. 4. In Current Account, withdrawable on demand in Sums of \$10 and upwards. CURRENT ACCOUNTS are balanced Half Yearly, bear no Interest, and are subject to the following COMMISSIONS, viz.—When the amount turned over during the Half Year is under \$2,000, a charge of \$5 will be made. Do. do. \$25,000, 1 per cent on the amount. The rate of Commission when the amount turned over exceeds \$25,000 will be fixed by special agreement. Inoperative Accounts will be subject to an Annual Charge at the above rates. The BANK Issues Notes payable on demand, and grants Bank Post Bills at Three Days' sight free of charge. The Bank grants LOANS and CASH ACCOUNTS upon approved SECURITIES, and discounts approved Bills and PROMISSORY NOTES not having a longer period than 3 months to run.

EXCHANGE.—The Bank receives Tenders for the purchase of Bills on England and India, and sells its own Drafts on the UNION BANK of LONDON at One Day's to Six Months' sight, and on the NATIONAL BANK of SCOTLAND and PROVINCIAL BANK of IRELAND at Short sight; also on the three Presidencies of India, and on Ceylon and Singapore, at One Day's to Sixty Days' sight. Information more in detail will be given at the Bank's Office here and in Canton.

The parties in China presently authorized to sign for the Trustees of the Bank, are CHARLES J. F. STUART, ARCH. DUNLOP, SAM. GRAY, P. CAMPBELL, and it is necessary that all BILLS, RECEIPTS, and other DOCUMENTS issued by the Bank bear one of these Signatures. A list of the BANK OFFICERS who are authorized to sign is exhibited in the Office, and all Changes which may take place will be noted thereon. CHARLES J. F. STUART, Manager. Victoria, 2d November, 1848.

J. ROGERS & Co., Ship Chandlers of Manila, BEG leave to inform OWNERS and CAPTAINS of WRECK SHIPS, that the Government of Manila has abolished the TONNAGE DUES and CUSTOMS DUTIES heretofore existing on Whalers 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.

NOW LANDING AT THE AUCTION MART, QUEEN'S ROAD. Es "Esphrates" JONG leather Leggings; Higners Boots; Jockey Boots; Buckskin Breaches; Silk and Satin Jacketts and Caps; Hunting Whips Fox Head Hammers; Raising Saddles for Arabian Horses and Ponies; Infantry Officers Swords and Belts; Navy and Army Cutlery, Race Spurs, Dog Collars and Chains; Best London made Martingales, Single and Double Bridles, Head stall Collars, Cheamois skins, and only 1 dozen best curry Combs and Brushes, Stirrup Leathers, Iron and Steel Bits and curb, Carpet Bags &c. &c. Hongkong, 24th October, 1848.

COALS to be had as usual at the Stores of the undersigned. J. INESS. \* Delivered at any part of the town. Victoria, 20th October, 1848.

J. INESS has received a small but choice invoice of Bloom Raisins in Tins Currants Pearl barley Scotch Cat Meal &c. &c. J. INESS. 20th October, 1848.

JUST landed and on Sale at the Stores of the undersigned, a few Barrels of Prime Beef. BEEF. J. INESS. Victoria, Queen's Road, 30 October, 1848.

VICTORIA DISPENSARY. GODA WATER and LEMONADE of superior Quality. Preparing at HONGKONG China Dispensary. Victoria, 11th August 1848.

VICTORIA THEATRE UNDER THE PATRONAGE OF HER EXCELLENCY THE GOVERNOR.

ON the 1st of December, 1848, will be presented the popular Farce, entitled FORTUNES FROLIC. PRINCIPAL CHARACTERS. Robin Roughhead. Smoak—Steward to the Estate. Mr Frank—A distressed Tenant. Rattler—A Banker's Clerk in love with Nancy. Miss Nancy, the Steward's Daughter. Dolly, Robin's maid. Margery, Mother to Dolly. Vilegers, &c. After which, the well known Burlesque Tragic Opera, "BOMBASTES FURIOSO."

The whole to conclude, by request, with the laughable Farce entitled "WEATHERCOCK."

N. B.—The proprietors of the Victoria Theatre being desirous of affording every accommodation to the audience, beg to notify that the number of Tickets to be issued will be limited, and none will be sold after noon of the day of the performance; so that parties wishing to have seats secured for Ladies, will please to make early application.

NOTICE. THE LORCHAS formerly run by RAWLE, DUGG & Co., will for the present be continued by S. B. RAWLE, N. DUGG. Victoria, Hongkong, 1st October, 1848.

FOR SALE. CHAMPAGNE, Hock, Claret, 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 Marston; and Beer, Brandy and Arrack, in Wood. S. B. RAWLE, N. DUGG. Victoria, Hongkong, 1st October, 1848.

NOTICE. THE undersigned begs to intimate that he will continue to carry on a GENERAL AGENCY, and COMMISSION BUSINESS, at the same premises as formerly; under the Firm of N. DUGG & Co. N. DUGG. Victoria, Hongkong, 1st October, 1848.

NOTICE. N. DUGG & Co., will receive goods on Storage in their godowns, at a moderate rent. AND, 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 FIRMS of RAWLE, DUGG & Co. Hongkong, and of DUGG, RAWLE & Co. Shanghai, are this day dissolved by mutual consent. All persons having claims against either firm, will please send their accounts for adjustment, and those indebted to the firms, will please make payment, to the undersigned. S. B. RAWLE, N. DUGG. Victoria, Hongkong, 1st October, 1848.

\$4000. WANTED to borrow the above sum for TWO YEARS on valuable LAND and ESTATE SECURITY, situated in one of the best localities within the Town of Victoria, for which a Liberal Rate of Interest will be paid. For further particulars apply to Mr GASKELL, Solicitor, Victoria. Victoria, 3rd August, 1848.

REMI, CHRONOMETER and WATCH-MAKER, begs to inform the Public, that he has removed his Establishment from Macao to Shanghai, and he has the pleasure of addressing his best thanks to the Community of Macao, Canton, and Hongkong for the patronage he has received. He hopes, by his attention to business in his new situation, to merit the support from the public. He is well supplied with a variety of Goods. Shanghai, 15th July, 1848.

PRINTED FORMS. FOR SALE at the Office of this paper—BILLS of EXCHANGE, and of LARKS.

Printed and Published by the Proprietor, at the Office of the Friend of China, No. 11, Queen's Road, Victoria. NAY HILL, COMPOSER OF LETTERS, and BOUNDING OF BOOKS. CHINESE AND ENGLISH PRINTING. MERRILL'S BOOKS, and all kinds of Stationery, and all kinds of Printing, and all kinds of Binding, and all kinds of Lettering, and all kinds of Engraving, and all kinds of Lithography, and all kinds of Copperplate Printing, and all kinds of Galvanic Printing, and all kinds of Electrotype Printing, and all kinds of Stereotype Printing, and all kinds of Relief Printing, and all kinds of Intaglio Printing, and all kinds of Woodcut Printing, and all kinds of Stonecut Printing, and all kinds of Engraving, and all kinds of Lithography, and all kinds of Copperplate Printing, and all kinds of Galvanic Printing, and all kinds of Electrotype Printing, and all kinds of Stereotype Printing, and all kinds of Relief Printing, and all kinds of Intaglio Printing, and all kinds of Woodcut Printing, and all kinds of Stonecut Printing, and all kinds of Engraving, and all kinds of Lithography, and all kinds of Copperplate Printing, and all kinds of Galvanic Printing, and all kinds of Electrotype Printing, 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(From the Political Economist.)

Our Ministry, the Government wish to inform the country what they propose to do in respect to the navigation laws, and to give a bias to the minister's decision, or, at least, to show their own sentiments—the merchants, bankers, and traders of London, have prepared a petition for the total abolition of these laws. Between that point to which we are now coming, the bulk of the mercantile community being favourable to repeal, and the first step in this direction, which was taken not thirty years ago, the distance in principle is immense, and the advantages have been commensurate. Thirty years ago the navigation laws were considered as the life-giving arteries of the Empire. Mr. Huskisson was mobbed, and his life threatened, for touching them. They were said to be the sources of our maritime power, and the bulwark of the national safety. They were regarded as if they were the very anchors and mooring-chains that held the island in its place, and as if, but for them, England would shift her berth, drift a long sea France, and become incorporated with the continent. We have seen them altered in their chief provisions: our colonial trade, by a part, being thrown open to foreign vessels, belonging to states with which we were treaty-treaties, have entered into competition without shipping, and Great Britain is not driven from her moorings, is not become a province of France, has not even lost her ascendancy at sea, and is at this moment relatively more powerful than ever she was, except in regard to the United States. The popular feeling is now all the other way. The repeal of the laws is demanded, very generally, and it is now chiefly by the owners of the shipping. Their statements are all inclined to the same. Their conduct is justified by experience. Whatever may be the complaints of shipowners, however great their losses, and enormous their sufferings, as they state, it cannot be for one moment doubted or denied that, since the hand of the reformer was laid on the hallowed orb of our navigation laws, instead of thunder and earthquakes testifying the anger of the gods, vast increase of wealth, prosperity, and peace, have smiled on our island, and that the nation has not only not suffered, but its prosperity must be as various as the national property, and the nation thrives as they decay. This is not, however, the fact. They have shared, more than any class, the benefits of our increased trade, but they were brought up with a prejudice in favour of the laws, and they have not got over it. They simply exercise the general privilege of grumbling, and loudly complain that they are ruined, on no other ground than that they may not possibly have made such immense fortunes as were made forty years ago by shipping, when the government had not raised the resources of the nation in hiring transports. They have been deceived by their imaginations, and seem to grumble now because the nation has not been ruined as they predicted.

We remember in some debate a few years back, Lord Ashburton, quoting Mr. Thompson, gave an apt description of those times of rising prices and depreciated currency, when every capitalist and merchant, every owner of goods and fixed capital, found himself richer in the morning when he rose than when he went to bed at night. Without any exertions of his own, his property, like the landowner's, was increased in value, and would sell for more than he gave for it. These were halcyon times; and we are thrown in times quite the reverse. The gradual abolition of the restrictive system has tended to bring down prices to a level with those of the surrounding countries. Wheat has fallen from an average of nearly 100s. at the close of the war, to an average of little more than half the sum, and almost all other things, fixed capital, such as ships, included, have fallen in like proportion. Our merchants have not only not before them the melancholy fact, that their property was not worth quite as much money when they awoke in the morning as when they went to rest at night. That apparent loss filled them with anguish; the advantage of general low prices, which made the earnings of their ships go farther than before, was shared by all, seemed of no peculiar advantage to them; and with the melancholy fondness of monomaniacs, they dwell on the declining value of their old property, their built ships, no longer capable of competition with improved steam ships, and attributed all their imaginary misfortunes to the alterations in the navigation laws.

We have repeatedly shown that no class of men have had less reason to complain. With the progress of free trade, they have had much more goods to carry. The London petition says—"The abolition of the monopolies enjoyed by other interests in timber, sugar, corn, live animals, &c.; the repeal of the duties upon wool, cotton, silk, and provisions; the consequent increased import of raw materials, and export of manufactured articles have given employment for hundreds of thousands of tons of additional British shipping; and there is therefore no pretence for inflicting an unmitigated injury upon the consumer, for the anticipated benefit of the shipowner."

Since the year 1815, the shipowners have fully shared in the general improvement. Navigation has been made easier. Steam-tugs shorten the voyages of sailing vessels, and more goods are carried by one vessel, by an equal quantity of shipping, than has ever been carried in 1815. There has been a positive decrease in the number of vessels, and yet the shipowners might have had more goods to carry, as they came to do their work better; but since that period, or from 1814, a year of great prosperity for shipping, partly caused by the waste of the government, our shipping increased from 2,606,968 to 3,877,112 tons in 1846. It is notorious, too, and we have frequently called attention to the fact, that our shipping increased much faster than the augmentation of the mercantile wealth of the country. It was declining prior to 1824, and, moreover, increased much later in the trade to neutral and foreign countries, than in the trade to British possessions. The proportions in low years are as follows:

Table with 2 columns: British Possessions, Neutral Countries. Rows for 1815, 1824, 1846.

ference arising from influences of climate and natural productions than what is everywhere found to exist between the seaboard and the interior of an extensive country. Such individual characteristics as distinguish the one from the other are their general family resemblance. The French Colonies, however, differ much from their fellow-colonists of British race. But the descendants of the old legislators from the United States gave a tone to society in the seaboard colonies, to which subsequent immigrations from the mother country have assimilated themselves in no small degree. In Canada West the population is more closely mother country in its tone, to which proportionately large amount of tanned and dressed skins, and furs, among the rest, may have contributed. The harvests announced by the long winters of British North America differ in a marked manner from those of the tropical West Indies; the commercial operations regulated by the annual winter interruption from those regulated by the alteration of wet and dry seasons. There is also this distinction between the populations of the two groups, that in the northern one, where personal slavery never existed, a more rooted sense of personal liberty exists, and a more active while on the contrary the majority of the southern settlements are in politics characterized by something akin to the republican sentiments of the United States, whereas, the circumstances under which the northern have grown up have communicated to them something of an antagonistic sentiment.

The third group is distinguished from the other two quite as much by social peculiarities as by local position. The nucleus of an Australian settlement is in New South Wales, and the date of its settlement is 1788. In 1804, the foundation of the colony in Van Diemen's Land was laid. Until a comparatively recent period the mass of population in both settlements consisted of convicts, and their keepers. Since 1812 great numbers of free settlers have been attracted by the rapid fortunes acquired through sheep farming in a country possessed of a soil and climate peculiarly adapted to that pursuit, with the further economy of white slave labour under designation of assigned convicts. The influx of these settlers from European countries has increased, and has formed a larger proportion than has been the case with any English colonies, except Virginia and New England—has converted the convict majority in Australia into a small minority, which, in so far as its influence on the tone of society is concerned, may now be regarded as penned up in Van Diemen's Land to the great advantage of the neighbouring communities, and the impending ruin of that luckless colony. The large admixture of "good blood" among Australian settlements—the free spirit inspired into them by their remoteness, and their peculiar pursuits, are impressing a healthy character on society there which augurs well for its youthful greatness. These settlements, too, have been less injured than the two senior groups by our restrictive and protective policy. In the metropolitan settlement of Sydney convict fairs are now almost unknown, though some traces of their moral influence must be expected to remain some time in the towns and out-stations. Van Diemen's Land, as has been already observed, will be a large port, or rather a city, for British goods to be an independent colony, and has had comparatively little of the convict admixture; in Southern and Western Australia, and New Zealand, it has been unknown, except in the persons of struggling runaways. Port Phillip is a colony of New South Wales and Van Diemen's Land. Large bodies of settlers from the mother country have been thrown out since 1801 into Southern and Western Australia and New Zealand, but in the last-mentioned settlement had previously commenced from New South Wales, and since that time the population has since received from that quarter. The rapid progress of the Australia has been in no small degree owing to the facilities for obtaining stock coming to the vicinity of New South Wales and Van Diemen's Land, both rich in stocks and herds; and even Western Australia begins to advance more steadily and quickly since, through the intermediate station of South Australia, it can more easily obtain stock from the earlier settlement.

The case of Good Hope will be long conjugate a fourth colony from the Cape, and the settlement of the Cape proper is a distinct one from the British settlement in Albany and the adjacent districts, as the quiet burghers of the Cape, or the early Scotchmen of Albany, are from the emigrant colony at Natal. The elements of society are here strongly impressed by features from all the other groups. As in Canada, we have two independent, different-tongued European races combined, not amalgamated. As in the West Indies, we have the lingering influences of the habit of regarding one race as masters, and another as slaves, by nature. And the climate and soil of great parts of the South India to the same industrial pursuits as those of the Australian continent, tending to the development of a similar social character.

Our group of colonies in the Eastern Archipelago is still in its infancy. Indeed, with the exception of Pinang and Malacca, (both of inferior importance), they are as yet rather trading stations, their progress is but slowly and tardily on. They differ from the older tropical group in their having been subjected to the limitations of personal servitude, and in bringing the settlers of European race into a close contact with a numerous aboriginal population, an element only found (and to a limited extent) in Guinea and Honduras of the whole West India group. The Straits settlements are peculiarly distinguished in so far as they are governed by the intermediate authority of the East India Company. While the main distinctive feature of these colonies will originate in the entire adoption of the principles of free trade as from their first foundation, and to the long war of mutual rivalry, which they are destined to be the seat.

There remain only the isolated colonies of Mauritius, Ceylon, Bermuda, and the Falkland Islands, to complete this review of our colonial empire. The mode in which we have occupied and hold India has nothing colonial in it. Heligoland, Ascension, Hibernia, and our Mediterranean dependencies are garrisoned or naval stations, not colonies.

BRITISH COLONIES.

(From the Daily News.)

The relations of our colonies to the central empire are consistent in effect, but their local position, and the character impressed upon each from the circumstances of their first establishment and subsequent progress. The system of government which is best adapted to a colony within twelve or thirteen days' sail of our shores would seem to require some modification when applied to colonies at the antipodes. The character of a tropical society must necessarily differ in many respects from that of a society situated towards the northern verge of our temperate zone, even when they are composed of the same race. Much greater will be the difference in the case of colonies acquired by conquest, in which a large proportion of the inhabitants spring from another stock, and retain more or less of the language, laws, and customs of their ancestors. Colonies in which the aboriginal races have entirely disappeared are very differently circumstanced from those in which they are still the majority. The widely differing constitutions of government, and even the differing customs of trade (arising from the necessities of climate and the seasons), also tend to diversify the relations in which our colonies stand to us. All these considerations recommend the classifying of our colonies into groups, in the attempt to present a resume of the statistics, moral and physical, of the whole to our readers.

First in order, as comprehending the oldest settlements still united to the central country by the colonial nexus, is the West India group. The tropical climate of these plantations, and the similarity of their products, have occasioned a general identity in their modes of transacting business, and linked their fortunes to the same section of the great trading body of the mother country. Hence has arisen a certain uniformity of character which pervades the whole. Yet, on a closer view, essential differences may be detected even among these colonies. Besides the seat of the general government for the Windward Islands, the Barbadoes group, and Antigua, the seat of government for the Leeward group, are the oldest of our West India settlements; and making allowance for the fact of the labouring class being negroes, the most essentially English. Even among the islands of this group, however—as, for example, in Dominica, and still more in St. Lucia the remains of French elements materially modifies the constitution of society. Jamaica the seat of government for the English with Barbadoes and Antigua. Trinidad, on the other hand, and Guiana, acquired wholly by the present century by conquest from other European powers, are still characterized by features peculiar to their founders. There are also characteristic differences between the old English colonies and those recent acquisitions, originating in the circumstance that the former are so completely imbued to the purposes of men as to have most of the characteristics of old time, and that the latter, the communities possessing the latter, are very lately traced out sandy fields amid the intricate forests which overshadow them. The straggling inhabitants of the small Bahama islands are subjected to different influences from those which occupy large contiguous tracts of land, like Jamaica, Guiana, and Trinidad, while those of the Carribee group present as it were in this respect an intermediate state of character. Again, Jamaica, also, prevents climatic differences from the tropics, and the characteristics of old time almost under the Equator. Lastly, in Honduras, there is a British possession of which it may be said that the colonisation has yet to be begun.

The West India plantations are the remnant of those original colonies of which the main body was reft from us by the American war of independence. The settlements in British North America are of the class of colonies acquired or formed since that event, and the institution and government of which we can trace no striking and practical inspirations less by the experience of the liquid which the humiliating loss of the United States has inspired. Only part of our North American dominions can be considered as colonial. A large portion of them is still abandoned as a hunting-ground to the Hudson's Bay Company (in which the North Western has been swallowed up), which with various mystery seeks to prevent, as far as possible, unbidden eyes from looking upon its haunts. British Oregon is not yet emancipated from the monopolising incubus. The eastern part of Canada is still (with the exception of the St. Lawrence settlements) essentially French. This is the nucleus of a settlement in these regions, Nova Scotia, New Brunswick, and Prince Edward Island, though branched a few years earlier to the British Crown, are more recent settlements, and essentially British. The western part of Canada, separated for a time from the original French moiety, and still more recently re-joined than the two provinces already mentioned, is in a peculiarly British. Newfoundland has emigrated completely a recent date, from the condition of a mere British station, managed (rather than governed) as if it were a colony. Throughout these colonies there is little other dif-

GOVERNMENT NOTIFICATION.

His Excellency the Governor is pleased to direct, that the following Instructions to the Harbour Master, and Notification, be published for general information, in the hopes that each of the European Community, as have dealings with the Junkmen and Chinese, connected with them, will render their assistance in promulgating and explaining their contents as opportunities offer.

By Order, W. CAINE, Colonial Secretary, Colonial Office, Victoria, Hongkong, 20th November, 1848.

Colonial Office, Victoria, Hongkong, (Copy) No. 238, 20th November, 1848.

His Excellency the Governor is pleased to direct, that a copy of a Notification, which you are hereby directed to communicate generally to the Junkmen of the Chinese Shipping in the Harbour, His Excellency desires that you will at the same time use every effort to inform the Junkmen, which these persons are alleged to entertain of the laws which they are bound to observe in this respect, and to inform them, in the event of violence being used to them on board their Junks, by any person or persons, whether in the employment of Government or Police Magistrates, or any of the local authorities, as by them the matter cannot fail to be properly investigated.

You will further observe that every effort to be made, that a British Ship of War is almost always stationed here, the boat of which, as well as a Police boat, guard the Harbour at night, and that should any vessel appear to be one of these, they ought to take no time in giving the necessary information.

Translations of the Notification are being prepared, and will be forwarded to you for distribution as soon as they are completed.—I have, &c., (Signed) W. CAINE, Colonial Secretary.

W. PEDDER, Esq., Colonial Secretary, Harbour-Master and Marine Magistrate, (True copy.)

W. CAINE, Colonial Secretary, (Copy) GOVERNMENT NOTIFICATION.

With reference to the proceedings of the Council's Inquest held upon the bodies of the two Chinese and the two Englishmen who were killed upon the 15th ultimo, His Excellency the Governor is pleased to notify to all whom it may concern, that as it appears that there has been some misapprehension of the meaning of a Government Proclamation dated 2nd May 1846, it is not to be understood that the terms therein employed could have been intended to supersede the powers of the Police or other Government officers, who are vested in them by Local Ordinances or by the General Law.

His Excellency is also pleased to notify, that although it is not the intention of Government to proceed against the parties connected with the unfortunate affair of the 16th ultimo, in which an illegal operation to constituted authority has been attended with the most serious consequences, no person, however, hereafter committing a similar act of resistance, shall be allowed to avail himself of the plea of ignorance of the Law or Custom, but shall be forthwith prosecuted as the Law directs.

By Order, (Signed) W. CAINE, Colonial Secretary, Colonial Office, Victoria, Hongkong, 20th November, 1848.

(True copy.) W. CAINE, Colonial Secretary.

To the Editor of the FRIEND OF CHINA.

HONGKONG, 24th November, 1848.

Mr. Editor,—In the Programme of the Rising Race I perceive among the rules that "No person is to be allowed to enter or ride into Officers of the Army and Navy, Members of the Club, or Gentlemen nominated and seconded by any two members of the above-named bodies, being subscribers to the party thus nominated and seconded being a subscriber, and accepted by the Committee."

If with the compass of your knowledge, you would condescend to favour our constant readers, by signing the names of the Indian and Chinese Gentlemen who are expected to ride for the Native Purse on the third day, for, with myself, many are sceptical on the fact of there being a single Chinese Gentlemen at present resident in the Colony.—Your Obedient Servant, A MEMBER OF A (NOT ONE OF THE) CLUB.

NOTICE. News Advertisements will be received until 4 O'Clock, on the evenings previous to publication, viz: Tuesdays and Fridays.

Table with 3 columns: Latest Dates, Oct 13, Sept 28, Oct 10, Oct 14, Nov 10.

THE FRIEND OF CHINA AND HONGKONG GAZETTE.

VICTORIA: SATURDAY, NOVEMBER, 26th 1848.

NOTICE.—These Services will for the present be conducted in the building adjoining the Post-Office and opposite to the Club House, on Saturdays at 11 A.M. and at 4 P.M. and on Thursdays at 6 P.M.

VINCENT STANTON, Colonial Clerks, Victoria, 26th October, 1848.

NOTICE.—PRESBYTERIAN CHURCH. This congregation, conducted for the present by the Rev. W. C. BROWN, will meet on Sabbath, 29th Nov. in the Douglas immediately behind the Club House.

THE "CHINA MAIL" AND "COMMERCIAL LIST." (From the Friend of China, 18th November.)

What a Friend! one who evidently desires to sow discord among us—we were going to say, brethren but we will not, let the same charge be brought against me. The Editor of the China Mail has been good enough to inform me that we had no right to publish our own paper, or our own party, without the sanction of the Hongkong Government. I was an indignantly. To this same paragraph, the Editor of the Friend sends the fol-

ought to eschew every approach to a government... except to beg and petition legislative interference...

Past progress is the best warrant for future relaxations, and even for the total, and speedy abolition of all restriction. That alone can answer the present exigencies, and carry out effectually the policy that has of late been acted on.

The monopolists in addition to other classes, now begin to complain of the navigation laws as an impediment to their welfare; and they pray to be released from them.

Other interests, some from inevitable necessity, some from no longer caring about protection, some from protection having actually died out, have now lost their peculiar privileges; it is no longer a question of adjusting the supposed advantages of each; but all are still sacrificed to the shipowner.

But now these other interests require the shipowner's privilege of getting their victualling in bond, or of obnoxious their goods without paying the shipowner a monopoly freight.

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Dr. Sermon for Spinners.—The celebrated Dr. John Dox gave the following very excellent advice to the young ladies, who are so much engaged in spinning...

Experiment with Chloroform.—In the Lænet, Mr Nunnely, of Leeds, states that chloroform and other anæsthetic agents can be better applied locally...

NEW ADVERTISEMENTS.

EASTERN ARCHPELAGO COMPANY, INCORPORATED FOR THE EXTENSION OF COMMERCE IN THE CHINA SEAS, AND FOR PROMOTING THE CIVILISATION OF BORNEO.

INCORPORATED BY ROYAL CHARTER (1847) CAPITAL £200,000, IN 2000 SHARES OF £100 EACH...

DIRECTORS: JOHN MACGREGOR, Esq., M.P. (late Secretary of the Board of Trade), Chairman.

GARFAN C.B. DRINKWATER BETHUNE, R.N., C.B. Deputy Chairman.

ALEXANDER NAIRNE, Esq. (Director of the Peninsular and Oriental Steam Navigation Company).

H. HAMILTON LINDSAY, Esq. (late of the Hon East India Company's China Service).

SIR JOHN PIRIE, BART. (Deputy Chairman of the Peninsular and Oriental Steam Navigation Company).

HENRY WISE, Esq. (late of the Hon East India Company's Marine Service).

ADVISORS: JOHN HAMPDEN GLEDITANES, Esq. (Firm of Messrs Gleditanes and Co.).

JAMES MACKILLOP, Esq. (Firm of Messrs Palmers, Mackillop, Dent, and Co.).

SOLICITORS.—E. G. FLIGHT, Esq. SECRETARY.—W. WOOLLEY, Esq.

BANKERS.—MESSRS GLYN, HALLIFAX, MILLS, AND CO., LONDON.

AGENTS ABROAD: BOMBAY. MESSRS. LEICKE & CO. BENGAL. MESSRS. GIBSON, WEADE, HAVIDSON & CO.

THE objects of this Company are, to carry on mining, agricultural, and trading operations in the Eastern Archipelago, and the acquiring and disposing of lands in the island of Labuan and the parts adjacent...

The working of the Labuan and Borneo colonies will form an important feature in the operations of the Company.

The geographical position of the Borneo colonies in relation to our Eastern possessions and to the steam communications which are now carried on from Singapore which are about to be carried on in connection therewith...

The certain increase of the consumption of coal in the Eastern seas, from the causes already mentioned, and the opening of other channels of demand, cannot fail eventually to augment the use of Borneo coal.

The portion of territory contemplated for the first operations of the Eastern Archipelago Company possesses a climate and soil admirably adapted for the culture of cotton, tobacco, sugar, coffee, rice, nutmeg, pepper, and other valuable productions...

The island of Labuan has been formally taken possession of by the Crown of Great Britain; and by a treaty with the Sultan of Borneo, many highly important advantages are permanently secured to this country.

The Queen has appointed Sir James Brooke, K.C.B. Governor and Commander-in-Chief in and over the island of Labuan and its Dependencies, as well as Her Majesty's Commissioner and Consul General in the Sultan and Independent States of Borneo.

The affairs of the Company are to be managed by a Board of Directors of not more than twelve, two Managing Directors and a Secretary, who shall reside in Labuan or elsewhere at the Directors shall nominate.

Application for Shares, addressed, in the form annexed, to the Secretary, at the Office of the Company, No. 1, Adam Street, Adelphi, will receive due attention.

FORM OF APPLICATION FOR SHARES.

I beg to apply for Shares in the Eastern Archipelago Company mentioned in the above Prospectus; and I agree to accept the same or any smaller number which will be allotted to me...

TO WILLIAM WOOLLEY, Esq., Secretary, Eastern Archipelago Company, No. 1, Adam Street, Adelphi, London.

HONGKONG RACE MEETING.

FIRST DAY.

MONDAY 15th JANUARY, 1849.

The Hong Kong Stakes for all Ponies under 13 hands. Once round and a distance. Entrance \$1 each, \$30 added from the Fund. Weight for inches. Former winners excluded.

The Canton Cup for all Horses. From the Garden turn, once round and in. Weight 9 stone 7 lbs for Araba. 11 stone for Sydney and Cape bred Horses. Maiden Horses allowed 5 lbs. Entrance \$5 each.

The Arab Water Stakes. From the Garden turn, once round and in. Entrance \$4 each, \$50 added from the Fund. Weight 11 stone. The last Horse to pay the second Horse's entrance.

The Hack Stakes for all Ponies. Catch weights. Once round. The winner to be sold for \$50 if claimed within a quarter of an hour from coming in. Entrance \$2 each, \$10 added from the Fund.

The Sydney Water Stakes. From the Garden turn, once round and in. Entrance \$5 each, \$50 added from the Fund. Weight 12 stone. The last Horse to pay the second Horse's entrance.

The Pony Walker Stakes for all Ponies. Once round and a distance. Entrance \$1 each, \$50 added from the Fund. Weight 10 stone 4 lbs for 13 hands and under; 10 stone 7 lbs if above 13 hands.

The Peninsular Cup presented by His Excellency Samuel George Bingham, Esq. o.s., value \$200. For all Horses, born 6th, the property of the parties entering. From the distance twice round and in. Weight 9 stone 7 lbs for Araba. Sydney and Cape bred Horses 11 stone. Former winners of this Cup to carry 5 lbs. extra. Last Horse to pay the second Horse's stake. Entrance \$10 each.

The Hunter's Plate value \$100 for all Horses. From the Garden turn, once round and in. Oteer four Hurdles 3 feet 6 inches, and two Hurdles 4 feet high. Weight for inches. 15 lbs 2 inches to carry 11 stone 4 lbs. 5 lbs allowed for every inch below to 14 hands and 1 inch. Entrance \$5 each.

The Pony Hurdle Race for all Ponies. From the Garden turn, once round and in. Four Hurdles 3 feet high and two Hurdles 3 feet 6 inches. Weight for inches. Entrance \$1 each, \$30 added from the Fund. Second Pony to receive \$10 from the Fund.

The Ladies Purse value \$50 for all Ponies, who have run at this Meeting. Winners to be handicapped by the Stewards. Once round and a distance. Entrance \$1 each. Weight 9 stone.

The Handicap Stakes for all Horses, that have started at this Meeting, to be handicapped by the Stewards. Weights to be declared at the Club House by 11 a.m. the day of the Race. Entrance to be declared by 2 o'clock the same day. Entrance \$25 each, \$30 added from the Fund.

Races to commence with dry weather at 2 o'clock p.m. The first starting shall be at half past 2 p.m. Entrance to be declared in writing to the Race Committee, within the same and name of the Horses, and names of the Riders, before the 1st January, 1849.

