

THE FRIEND OF CHINA

AND HONGKONG GAZETTE.

PUBLISHED EVERY WEDNESDAY AND SATURDAY.

VOL. VII. No. 89.

VICTORIA, SATURDAY, DECEMBER 9th, 1848.

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FOR
ENGLAND, CALCUTTA, MADRAS, BOMBAY
Also, en route to the above,
SINGAPORE, PENANG, GALLE—MALTA, SUEZ ADEN.
THE PENINSULAR AND ORIENTAL COMPANY'S Steam Ship ACHILLES, will leave this port for the above places on Saturday the 30th of December.
Cargo will be received on board until Noon, and
SPEAK until 4 P. M. of the 29th.
For further particulars regarding Freight and Passages apply at the P. & O. S. N. Company's Office, Hongkong.
J. A. OLDING, Agent.
Hongkong, 30th 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. S. N. Co.'s Office,
Hongkong, 15th 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 3 per cent 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 as Silver.
Victoria, 29th, 18th, 1848.

WANTED TO CHARTER.
THE between decks of a vessel of from 3 to 400 Tons burthen, for coals to New South Wales. The hold to be at the disposal of the Ship. Apply to RAWLIE, DRINKER & Co. Hongkong, November 28th, 1848.

FOR SALE.
THE HOUSE in D'Aguilar Street formerly occupied by the ORIENTAL BANK.
The adjoining house known as the OLD COURT HOUSE.
Also,
The Bungalow in Staunton Street at present occupied by M. J. C. Power.
AND
The Bungalow in Caine Road in the rear of Mr Scott's Bungalow.
Apply at the bungalow in Caine 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 THOS. RIPLEY & Co. The property is situated near the centre of the Town, (Victoria, Hongkong) and has a water frontage. Apply on the Premises, to
SYME, MUIR & Co.
or to THOMAS RIPLEY & Co.,
Shanghai.

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

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

AMICABLE INSURANCE OFFICE OF CALCUTTA.
THE Undersigned are authorised to grant POLICIES for the above named Office, payable in CALCUTTA, SINGAPORE, BOMBAY, CALCUTTA, and LONDON.
SYME, MUIR & Co.
Hongkong, 15th July, 1848.

NOTICE.
THE Firm of E. MOORMAN & Co., Canton, is this day dissolved. Outstanding Account will be settled by
CONRAD SAUER.
Canton, 30th November, 1848.

NOTICE.
THE Business hitherto conducted in China under the Firm of RAYMOND ROBINSON & Co. is this day dissolved.
Messrs REYNOLDS & Co. are authorised to sign for the liquidation.
Canton, 1st February, 1848.

NOTICE.
MR. MARTIN WHELAN is authorised to sign our Bills by Proclamation.
BOURNE & Co.
Canton, 30th May, 1848.

NOTICE.
THE Partnership hitherto subsisting between the Undersigned at Bally Badong and as Hongkong under the Firm of BURD, LANGE & Co, was dissolved on the 14th July last by mutual consent. The Bally Badong outstanding 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 authorised to sign our Firm by Proclamation.
JOHN BURD & Co.
Hongkong, 10th November, 1848.

NOTICE.
HAVING Associated ourselves with Mr S. B. RAWLIE of the late Firm of RAWLIE, DUUS & Co., our Business will be conducted in future under the Name of RAWLIE, 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 Ship Chandler and General Storekeeper under the firm of A. H. FRYER & Co.
A. H. FRYER.
Hongkong, 1st November, 1848.

FOR SALE.
ALLOSPP'S PALE ALE, in Cask. Apply to GIBB, LIVINGSTON & Co.
Hongkong, 26th 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.
A SUPERIOR ORGAN, of great power and a sweetness of tone. In Handsome Rosewood 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.

ENGLISH COAL.
LANDING *ex Athena*, from Liverpool, Good English Coal.
ROB. RUTHERFURD.
Hongkong, 22nd Nov. 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, 23 inches at the deck, 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 Riggng Chain of all sizes.
Iron Shelves, &c. do.
Lignum vitae Sheave and Blocks of sizes, made to order.
Mast Loops, Jib-banks Lead, Oars, Pitch, Tar, &c., &c.
GEORGE FRAZER.
Hongkong, 15th September, 1848.

J. ROGERS & Co.,
Ship Chandlers of Manila,
DEG LEAVE to inform OWNERS and CAPTAINS of WHALING SHIPS, that the Government of Manila has abolished the TONNAGE DUES and GORROUSE DUES 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.

VICTORIA DISPENSARY,
QUEEN'S ROAD.
SODA WATER and LEMONADE of Superior Quality.
MAGAO, at HINNAMP'S, China Shopkeeper.
Victoria, 11th June, 1848.

DR. M. GRONBERGER and WATERBURY,
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 begs to be assured to continue in his new situation, to supply the Public with all kinds of well selected and purest Family Goods.
Shanghai, 15th July, 1848.

84000.
WANTED to borrow the above sum for TWO YEARS on valuable LAND and BUILDING 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.

IN THE SUPREME COURT OF HONGKONG.
INSOLVENCY JURISDICTION.
In the matter of the Insolvent Estates of D. and M. RUSTOMJEE and COMPANY.
and
MEERWANJEE JEEJESHOY.

NOTICE is hereby given that by two several Orders issued out of this Honorable Court and respectively dated the Twenty second day of November instant, the vesting orders whereby the said Estates became, and were, vested in Robert Dundas Esq. the Provisional Assignee of the Estates of Insolvent Debtors were annulled and discharged, and the said Estates were thereby ordered to be reassigned and reconveyed by the said Robert Dundas Esq. to the said D. and M. Rustomjee and Company, and to the said Meerwanjee Jeejeschoy.
All persons who are indebted to the said Estates, or have any effects or documents belonging to the said firm, or to the said Meerwanjee Jeejeschoy, are requested to pay or deliver the same at the Offices of the said D. & M. Rustomjee, Canton.
Dated the 22nd day of November, 1848.
W. GASKELL
Attorney for the said Insolvent Queen's Road, Victoria.

To the Creditors and Debtors, of the said Insolvents.

OVERLAND ROUTE VIA TRIESTE.
THE Directors of the AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY have informed us that from and after the 10th of October past a Steamer will ply regularly on the 10th of each month on the direct line between TRIESTE and ALEXANDRIA, so as to correspond with the H. E. I. COMPANY'S BOMBAY STEAMERS; and from and after the 25th of November past a Steamer will ply regularly on the 25th of each month on the direct line between Trieste and Alexandria, so as to correspond with the P. & O. COMPANY'S STEAMERS from Galle. The AUSTRIAN LLOYD'S COMPANY will have five Steamers available for this line; each of them between 600 and 700 Tons burthen and of 260 Horse-power. They are fitted up in a superior style and English is spoken on board.
The number of Berths in each is as under, viz:—
88 First Class, including 16 for Ladies.
20 Second Class " 7 for Females.
The Fares to be 218, for First Class, 112 for Second Class; including Table money and Stewards-fees.

The Voyage is expected not to exceed 5 days to 54 days, and as Quarantine is calculated from the day of leaving Alexandria—these vessels being provided with Health Officers—it follows that with a clean bill of health, passengers will get pratique immediately on arrival at Trieste.
For letters to England supererbed "via Trieste" an "oversea" charge is made of 18 Kreuzer (about 7 1/2 Cts.) per Quarter Oz. and half this for an additional 4 Oz. Any one wishing to send letters to England via Trieste may pay the "oversea" rate into our hands, and address them to the care of the Austrian Lloyd's Agency at Alexandria—franking them to Egypt.
"Letters" to the European Continent via Trieste may likewise be addressed to the care of the said Agency—the franking to Alexandria being attended to—and for these the prepayment of the "oversea" Postage is not required.

"Packages" for Egypt, or any part of the Continent of Europe, or the Levant, should be addressed to the care of some one at Suez, as the P. & O. Company do not engage to deliver any thing not intended for England beyond that landing port, where Transit or other Duties must be paid; and to ensure as much despatch as possible a Bill of Lading with particulars of value &c., should be sent to the forwarder at Suez.
For Passage, or for further particulars, apply to W. POSTAU & Co., Agents at Canton and Hongkong for the Imperial Royal priv. Austrian Lloyd's Steam Navigation Company.

NOTICE.
THE FIRMS of RAWLIE, DUUS & Co. Hongkong, and of DUUS, RAWLIE & 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. RAWLIE.
N. DUUS.
Victoria, Hongkong, 1st October, 1848.

NOTICE.
THE Undersigned beg to inform that he will have to carry on a Glass and Amalgam Collaboration Business, at the same place as heretofore, under the Firm of N. DUUS & Co. Victoria, Hongkong, 1st October, 1848.

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NOTICE.
N. DUUS & Co. will receive goods on Storage in their godowns, at a moderate rent.
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 RAWLIE, DUUS & Co., will for the present be continued by
S. B. RAWLIE.
N. DUUS.
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 Marzetti; and Beer, Brandy and Arrack, in Wood.
S. B. RAWLIE.
N. DUUS.
Victoria, Hongkong, 1st October, 1848.

NEW ADVERTISEMENTS.
TO BE LET.
THE Large and Commodious House lately occupied by the Officers, Captain Rifle Regiment; possessing among other great advantages a large Yard and excellent Stabling. Apply to
D. LAPRAIK.
Hongkong, 7th December, 1848.

NOTICE.
MR. WILLIAM HOGG was admitted a Partner in our Firm on the 1st July last.
LINDSAY & Co.
Hongkong, 7th December, 1848.

FIRE! FIRE!!
GOOD Coals at 80 per Ton at the Stores of the undersigned.
J. INESS.
Queen's Road, 9th December 1848.

SHOT.
SHOT in numbers from 4 to 10, with Hall's best bright Tower proof Gunpowder.
J. INESS.
Queen's Road, 9th Dec. 1848.

FOR SALE.
JUST Received, and on Sale at the Store of the undersigned, 50 Tiers of very fine Beef.
J. INESS.
Victoria, 9th Dec. 1848.

EX "ONEIDA"
NOW Landing, and on Sale for Sale, a very nice assortment of Drapery; being direct from England, the undersigned will be enabled to dispose of them at much lower prices than goods purchased in the Colony. They consist of every variety of Childrens frocks, and frock bodies, Habits Shirts, Lace and muslin Collars, Thread Lace, Egyptian Lace, Flouncing Lace, Whisker Bands, Black net for Veils, Childrens cambric Caps, Fringes, Berlin Wool fringes, Cold Gimps, Book muslin insertions and Trimmings, Fancy neck ties, Sateen Stays, with a endless variety of plain and fancy Ribbons, Ladies dresses &c., all of the newest Styles.
J. INESS.
Queen's Road, Dec. 9th 1848.

MAIZE.
FOR Sale at the Stores of the undersigned Riben dried Maize in small packages; this first rate food for Horses has been packed with great care and sent to order.
ALSO
Beacon, and another batch of beautiful Butter.
J. INESS.
Victoria, 9th Dec. 1848.

STORES FOR CHRISTMAS.
MESSRS SMITH & BIRMELOW have received per late arrivals, a choice selection of Stores consisting of,—Jordan Almonds, Mincied Raisins, Zante Currants, Biscuits, Nuts, Dried Sprats, Pickled Mushrooms, Pickled Chickpeas, Green peas, Artichokes, Larders, Pickled Tongues, Pickled pig's Tongues, Split peas, pickled Meats, Horse radish, York Hams.
ALSO DIRECT FROM NANTES
A small quantity of Pate de Foies Dese and Pate de Foies Gras.
Sperm, Composition and English Wax Candles, &c. &c.
No. 1 & 2 Woodman's Buildings
December 7th, 1848.

PUBLIC AUCTION.
MARC WOOD has received instructions to sell by Public Auction on Thursday the 12th December 1848, at 11 o'clock, at the Old Godown in the Harbour, a quantity of goods consisting of—

—A quantity of goods consisting of—

—A quantity of goods consisting of—

(To the Editor of THE FRIEND OF CHINA.)

Dear Sir, I beg that you will give the following remarks a place in your Newspaper. I am induced to pen them on the question, "Is Captain Cole guilty?" or "I suppose Cole is guilty?" having been asked me, that I fear an erroneous impression will be made.

Captain Pitman in his evidence at Shanghai stated, that the Junk which the Spec took would immediately proceed to Ningpo and the crew lay their complaints before the Consul there, though Captain Pitman, in his evidence given before the Grand Jury, declared "that such had been done." This will be perceived from the following extract of a letter to me from Ningpo: "I wrote Mr Sullivan to-day about the Chop from the Taouai and Mr Hage answered my letter, desiring me to call at the Consulate, Mr S. objecting to open an official correspondence when the business could be transacted personally. I went there and Mr Sullivan said that he once before refused to have anything to do with the matter, when you applied to him, and he still makes the same refusal. He says that the fact of there having been no complaint made is evident, because if such had been made the Chinese authorities would have communicated them to him, and he would have been obliged to lay them before Mr Bonham, and that the absence of any complaint will tell in your favor. I went to Chinai and got a verbal assurance that no complaint had been made, but the Mandarin would not give me a Chop."

I went to Chusan with an authorized Chinese, and there I saw the brother of the Admiral with whom Captain Cole communicated, and asked him about the affair. He said that he had despatches from his brother which mentioned the case, and that the Junk was a pirate. He promised—but in cases of this sort, you are well aware what a Chinese promise is—that he would get a Chop from his brother as to the character of the Junk and send it me. The Ningpo Taouai expressed to Mr Sullivan his regret at the capture of Spec by Captain Pitman, and very naturally asked, why the Junk had been let go, as it would then, if she had been brought to Ningpo, be settled at once whether the Spec had done right or wrong. I trust that after these few simple remarks and facts which I think I am imperatively called upon to make, more especially for the sake of Mr Cole, though perhaps rather at too late a day, parties will throw aside the idea of any slur attaching to the character of Captain Cole or any one connected at the time with the Spec schooner.—I am, your's faithfully,

Wm. DAVIDSON.

DEATH.

At Amoy on Wednesday the 6th instant at a quarter past four A.M. of Typhus fever, the Rev. John LEVY, Missionary of the Board of Foreign Missions of the Presbyterian Church in the United States. The deceased was a able, devoted, and consistent missionary of the Cross. Those who have known him best, loved him most, and many will long mourn his early death.

NOTICE.

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

LATEST DATES.

England	Sept. 25	Sydney	Oct. 13
United States	Sept. 9	Batavia	Oct. 28
Calcutta	Oct. 18	Singapore	Nov. 11
Bombay	Oct. 18	Manila	Oct. 17
Madras	Oct. 18	Shanghai	Nov. 29

THE FRIEND OF CHINA AND HONGKONG GAZETTE.

VICTORIA, SATURDAY, DECEMBER, 27th 1848.

NOTICE.—Divine Service will for the present be conducted in the building adjoining the Post Office, and opposite to the Club House, on Sundays at 11 A.M. and 4 past 4 P.M., and on Thursdays at 6 P.M.

VINCENT STANTON, Colonial Chaplain.

NOTICE.—PRESBYTERIAN CHURCH. This congregation, conducted for the present by the Rev. W. C. Burns, will meet every Sabbath, in the Bungalow immediately behind the CLUB HOUSE.

The hours of Divine Service will be 11 A.M. and 4 past 4 P.M. Victoria, 21st November, 1848.

SHANGHAI, 27th NOVEMBER, 1848.

The market is very low for manufactured goods; though some sales of heavy unbleached cottons have been made at a slight advance on last quotations. The quotation for light fabrics is \$2.10. American Drills are more in request; sales are reported at \$2.05 for 30 yard pieces.

Bengal duty on the arrival of the *Syph* fell from \$595 to \$10, at which rate considerable transactions have taken place, on ten days time. Malwa, dull at \$825, with the prospect of a further reduction.

Since the arrival of the August mail produce has been purchased with great caution. Previous to the arrival of the mail, a large house bought 1,000 bales of Silk in one week.

A French whaler arrived at Manila reports the loss of the British ship *Canton* from Sydney N. S. Wales bound to China. She was wrecked on the Island of Tinian on the 2nd October and all hands perished with the exception of the second and third mate and three of the seamen. The five saved were picked up at the Marianas and carried to Manila in the whaler referred to. The crew comprised twenty-five in all.

It is reported, and pretty generally believed, that Mr Bonham is about to reduce the colonial establishment, with a view to approximate the expenditures to the revenue. His Excellency has an important duty to perform; retrenchment is a delicate even in matters of private expenditure, but when it leads to the discharge

of public servants, who consider they have claims to permanency of office, the task becomes invidious and abundantly disagreeable. But in the present state of the colony, and considering the feelings entertained by the British public upon colonial expenses, the duty of retrenchment is paramount to all other consideration. From the generosity of His Excellency's disposition it may be anticipated however that this duty will be fulfilled with due consideration as well to the interest as to the feelings of those, who from circumstances over which he has no control, it has become incumbent on him to discharge from the public service, either by a total abolition of their appointments, or by the amalgamation of these appointments with others. Apart from economical considerations, the time has arrived when the colonial staff may be curtailed without detriment to the public service. In the formation of the settlement it is evident that many duties had to be performed—indispensable duties—of a temporary nature. The Gentlemen to whom these duties were intrusted have served faithfully and well; but the colonial exchequer can neither support them as sinecurists, nor pension them for past services. Their future success in life it is to be expected will not be neglected by the head of the government; and in other possessions there is ample scope for their talents and attainments.

We will shortly scrutinize the financial state of the colony, with a view to show that the expenditure can be reduced considerably without injury to the efficiency of the several branches of the civil service. There are two points, however, which should not be lost sight of, and which His Excellency as guardian of our interests as well as those of the parent country and holding the scales of justice between us, will probably impress upon the Secretary for the colonies in his official correspondence. First.—Hongkong is essentially a military possession—a stronghold—one of those points which enables Great Britain to exercise an extraordinary influence over the destinies of nations, affording protection at the same time to her trade and consequently to the national revenue. Viewing the colony in this light, it is not reasonable to demand that the few Merchants, and others, who are but temporary residents, should be burdened with an expensive government. Within itself the Island has no resources—it possesses neither mineral nor agricultural wealth—and the hopes once entertained of its being the seat of a large and profitable trade have not been realized. Second.—Whatever may be the benefits which the British community in China derive from the colonization of Hongkong, they are not restricted to the actual residents. The courts of Justice are open to all—postal facilities are common to all—and in their extremity, all can find an asylum under the Union Jack. Should the British government consider that in supporting the military and naval forces they assume a fair share of the burden, then we submit, that if the local residents cannot support the civil establishment without impolitic and oppressive taxation, the British residents at Canton and the other ports ought to aid the revenue. But we trust that Her Majesty's government will take a more liberal view of the question, for by encouraging the efforts of the representative of the crown to draw trade to the port, and as a natural consequence respectable Chinese settlers, it is evident that in a few years the revenue will suffice to meet the expenditure.

As a data for our observations we take the estimate formed by Sir John Davis of the revenue and expenditure for the year 1847-48. The revenue is rated at £29,160; the expenditure at £39,370, exclusive of public works which may be viewed as invested capital and not as a portion of the annual cost of the civil establishment. Sir John Davis's estimate of the revenue is probably in excess, though nearly £3,000 less than the actual collections in 1847. The prosecutions for arrears of ground rent swelled the nominal revenue last year; but since then, a vast number of allotments have been forfeited, the holders paying from one to three years arrears of rent to be relieved of their purchases. The opium farm has been abandoned, or rather converted into a system of licensed traffic, and by the change the fiscal taxes will be less, while trade is not materially benefited. From these circumstances it may be questioned whether during the current year the revenue will aggregate £26,000; this shows a short coming of £14,370 upon the estimated disbursements. The deficiency cannot be made up by new taxes, and any attempt theret will drive away a portion of the fi-

lled population; it has therefore become absolutely necessary to reduce the expenditure to something near the revenue, and that this may safely be done there is not much difficulty in proving by an investigation of the estimate taking the departments in detail.

The Governor's salary and that of his Aide-de-camp to £8,800, the odd hundreds being for the Aide-de-camp. His Excellency holds the triple appointment of Governor, Envoy, and Superintendent of British trade. To burden this insignificant colony with British diplomacy, or with the supervision of British trade in China, is both unreasonable and unjust; and such injustice was never contemplated by the home government. So long as parliament voted a large sum annually for Hongkong, it was a matter of indifference where the allowances of the Envoy and Superintendent of trade were placed; but now that we are expected to defray all or nearly all the cost of the civil establishment, we must look closely into the ways and means. If His Excellency's salary is apportioned to his appointments, there will be Envoy £2,000, Superintendent of British trade £2,000, Governor (including pay of the Aide-de-camp) £2,300. Total £6,300, giving a reduction in the nominal expenditure of £4,000.

Colonial Office.—This department includes a Colonial Secretary (doing duty as Auditor General) with a salary of £1,800, and four clerks at salaries of from £216 to £472,10. Considering the trifling labour they have to perform the establishment is large. In other colonies where the Colonial Secretary has to keep up a voluminous correspondence with from twenty to thirty district Magistrates as well as the general correspondence of the executive, and further represents the government in an elective Legislature armed at all points to support government measures, he has not a higher salary than the Secretary of Hongkong. It will be borne in mind that the Colonial Secretary is not burdened with any part of the duties connected with the appointments of Envoy and Superintendent of trade; he is strictly and exclusively a colonial officer, and his labour must of necessity be light. Without reducing the Secretary's pay or his establishment, there can be no harm in giving them more work to do, and this by abolishing the:

Treasurer.—The department consists of a Treasurer and three clerks, their pay aggregating £1,826. A heavy sum for the collection and disbursement of from £25,000 to £30,000. By amalgamating the office with that of the Colonial Secretary, adding to the latter department a Cashier, or head Clerk, on a salary of £400 a year, there will be a saving of £1,425 without any injury to the service, nor will the additional duty over-burden the head of the department.

Clerk to Auditor General £250 and Clerk of Councils £100. Both appointments are superfluous. The duties of the one may be imposed on the chief clerk, and those of the other on the second clerk in the Colonial office. Saving £350 per annum.

Land Office.—As it now exists this office may be abolished. In a barren island 8 miles long by 4 broad there are no public lands to survey; and now that the town has been laid out, roads made, and bridges built, the services of a Surveyor General and Colonial Engineer can very well be dispensed with. The cost of the establishment is £2,605 a year. The superintendence of the roads and public buildings will require a person, say on a salary of £250; the engineering possibly would be undertaken by the Royal Engineer for a like sum of £250; the Registrar of deeds on his present pay of £375 can be attached to the Colonial Secretary's office, or have a separate office if thought advisable. It is sufficiently evident that a Surveyor General is no longer required nor a colonial Engineer; and His Excellency will not have much trouble in finding precedents for intrusting the Engineer department to the Royal Engineer. By these changes there would be a saving of £1,780. But should the Royal Engineer decline the office, the double duties of Superintendent of roads and Engineer could be performed for £600, provided a scientific person would accept the appointment on these terms.

Harbour Master's establishment £1,457,10.—An Assistant Harbour Master is a useless piece of extravagance; and three boat's crews are unneeded. For abolishing the appointment of Assistant £300 will be saved; and something may be clipped from the £845 charged for boatmen.

Gun Boat, £1,007,10.—The typhoon has curtailed this item by destroying the so-called Gun Boat—it was never of much use.

Judicial £6,962,10.—A Registrar and a Deputy Registrar are not both essential; by doing away with the latter the colony will be relieved of £350 per annum.

Registration £250.—The office is not only unneeded for, but it has done an infinitude of mischief. The Registrar is a good Chinese scholar, and his services will be available for a more important appointment.

Police £8,333,10.—The European population is under four hundred (exclusive of the military); the police establishment, not including Magistrates, Clerks &c., numbers one hundred and seventy-two, or nearly one for every two European inhabitants. Considerable reductions are called for. The colony is now weeded of its vagrant and disorderly population, crime has decreased, and evil doers have a wholesome dread of the law. Much credit is due to the police for the reformation, in effecting which they have been aided by the formation of roads and streets, but in the present state of the colony a reduction in the establishment is a subject for mature deliberation. Two paid Magistrates—we may say three including the Marine Magistrate—is a mere waste of money. The two police Magistrates sit on the bench each three days in the week, each sitting averaging some three or four hours; the Marine Magistrate has not a case to adjudicate for days and weeks at a time. The appointment of Assistant police Magistrate may very well be abolished; if six days labour of a few hours each be too much for the Chief Magistrate, he can be relieved occasionally by the Marine Magistrate. £150 a year is allowed for a clerk to the Marine Magistrates! This is surely absurd. As Harbour Master he has an Assistant on an allowance of £300, and a clerk at £150; and as Magistrate a clerk at £150, who positively can have little or nothing to do. Better hold a weekly court in the police court where there are no fewer than three clerks, one of which could keep his records. Reductions in the police department may be rated at £1,500.

The other items of the estimate are, rations for the police £966, rent of Government house and Court house £1,000, ordinary contingencies £1,945, and some allowances (including £23,10 to the Assistant Magistrate) which we do not understand. The recent purchase of a Court house reduces the charge for rent £375, and in another year a Government house will be built, by which there will be a further saving of £235. The ordinary contingencies will also stand paring and by the end of next year on these expenses (including rent) a gross saving of £1,500 may be contemplated.

We recapitulate the reductions suggested—suggested however with all deference to the opinions of others.—

Governor's salary	£4,000
Treasurer department	1,425
Clerk to Auditor and Clerk of Council	350
Land Office	1,780
Harbour Master's department—say	450
Gun Boat	1,007
Judicial	350
Registration	850
Police	5,600
Rent and contingencies	1,500
Total amount	£18,152

Assuming Sir John Davis's estimates to be correct, the proposed alterations would leave a surplus revenue of nearly £3,000; but for the reasons already given, we are of opinion that the revenue will fall short of the estimate, and with the most rigid economy, (unless the salaries individually are reduced, which in this expensive place is not advisable) there will probably be a trifling short coming. A due regard to the future prosperity of the Colony calls for a temporary sacrifice of the revenue small as it is; but this will be the subject of another paper, as we fear we are encroaching upon the patience of our readers.

We have been favoured with a Sandwich Island paper of the 1st ultimo, from which we copy an account of the mutiny on board the *Amelia*. Poor McNally was well known and much respected in China. He escaped the dangers of the Borneo expedition, in which the Hon. Mr Murray was killed, but he was fated to a death of violence.

MUTINY AND HORRIBLE MASSACRE AT SEA. Three Spanish American vessels, and a smaller English and Spanish Schooners, met in a passage near the Sandwich Islands. A *San Antonio* got underway, and a *San Antonio* and a *San Antonio* were the result. They are supposed to be the *San Antonio* and the *San Antonio*.

mutineers and takes command of the vessel. The mutineers are to be sent to the stocks, and the English officers are to be kept in the cabin. The mutineers are to be kept in the cabin, and the English officers are to be kept in the cabin.

Bombardier, Tuesday, Oct. 26, 1848.—About 11 o'clock in the middle watch, a loud noise on deck was heard, and a shouting and scolding was going on.

The second mate, Mr. Jones, was the first to be seen. He was immediately followed by the third mate, Mr. Jones, and the fourth mate, Mr. Jones. They were all seen running towards the cabin.

The mutineers then went forward to the cabin, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

The mutineers then went to the deck, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

The mutineers then went to the cabin, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

The mutineers then went to the deck, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

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The mutineers then went to the deck, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

Smith then went down in the cabin, and the English officers followed him. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

The mutineers then went to the deck, and the English officers followed them. The mutineers were seen to be very angry, and the English officers were seen to be very calm.

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mutiner, and was determined on my death. It will be my duty to die, and I am prepared to do so.

John Smith, seaman, in command, Holland; Thomas Gannon, navigator, London; John Berwick, carpenter, France; Charles McDonald, apprentice, Scotland; Espirito Rodriguez, cook, Manila; Carlos Cook, passenger, China; Eusebio Leon, steward, Manila; Francisco Garcia, stevedore, Portugal; William Peter, do, Norway; Jose A. V. de la Cruz, do, Spain; Bonifacio Molina, do, Manila; Ambrósio Billegas, do, Chile; Mariano Polinario, do, Mexico; Francisco Calderon, do, do; Fernando Garcia, do, Mexico; Ah-ee, boy, China; Mrs. Cook, passenger, London; Mary H. Lison, servant to Mrs. Cook, Yorkshire.

The above account is correct in every particular and may be perfectly relied upon.

Among those who rendered efficient services in assisting the vessel, we can mention the able harbor master, Capt. Penhallow, and the efficient customs house guard, W. F. Rogers.

AMERICAN FEELING TOWARD ENGLAND continues the theme of the closing page in Blackwood's Magazine for this month—(already republished here by Leonard Scott & Co.) and is illustrated by details of the manner in which the intelligence was received in this city, of the failure of the Chartist demonstration of 10th April last in London.

Blackwood is emphatic about the natural predisposition of nations sprung from the same lineage, speaking the same language, cherishing the same literature, "to a cordial interest in each other's welfare."

We admit the hypothesis and are always earnest to co-operate, in all becoming ways to cement more closely the bond of blood, of language, and of letters. But has Blackwood always been so zealous and anxious to promote harmony between two cognate people, to bind together more closely the friendship which interest, not less than inclination, prescribes to the people of Great Britain and these United States?

Far otherwise—and among the causes which yet rankle in the American mind, are the unnecessary, unmerited and frequently unfounded statements, which have from time to time appeared in the pages of Blackwood—respecting the manners and habits of our people—the influence and operation of our political institutions and our social condition.

We willingly look upon the present tone of Blackwood as indicative of a change of policy, if not of temper; and we can cordially endorse the sentiment, that every "clammy which threatens a kindred nation with which our own is united by ties of moral and intellectual relationship," must be a subject of concern and regret.

As between England and America there is now no real cause for unkind feelings or jealous rivalry. With the termination of the Oregon controversy, every existing cause of contention and strife between the two peoples disappeared.

Real and substantial causes of offence, therefore, arising from disputed claims, have vanished; but—and this is the point to which we are coming—susceptibilities remain, and it is the disregard of these, by English writers—literary and diplomatic—which even more than contested claims, have the tendency to create bad blood between us.

These susceptibilities, on our part, have become more exigent by reason of the unvarying success which has crowned our arms in the Mexican war; and our people will be much less disposed, than ever before, to endure any slight or mortifications which foreign nations might seem to put upon them.

From England, more jealously even than from other countries, would they resent such slights, and our people will more for, and in the good opinion of, England than of any other nation.

Let this feeling between the two peoples become reciprocal,—let England ask herself when about to enter upon any course of foreign policy likely to affect the feelings or interests of other nations—how such course will be received and relished in the United States,—and let a like sensitiveness to what England may think or feel of any proposed acts of foreign policy on our part—be inculcated here, and nothing will ever sever the lasting friendship and mutual respect and affection, between the two peoples.

Above all, let the tone of sarcasm be discontinued in which English writers treat of the manners of American society and the working of American institutions; let the sneers at reputation, which was never a general vice, and always had some qualifying allusion—now that reputation is repudiated by so many of its preparators, now let these sneers be silenced.

All of good that sneers and sarcasm could effect, has been effected; and perseverance in them only

provokes recrimination, which is more easy than prudence, and impugns a reputation.

Let us be friends indeed. England has seen that when her glory and her power were supposed to be menaced by a formidable domestic revolt, America burst forth in the complete calm and majestic maintenance of her government and institutions with unswerving stability.

This stability of her government and institutions with unswerving stability—her interests are not amply satisfied, and peace and order established law in England, are essential to the well being of those who so largely, as she is, concerned with her in commerce;—but far above these selfish considerations, was the gratification which all well impressed minds in this country felt, that the venerable fabric of the British constitution was not to be swept away by wild anarchy;—and the reason and judgement of our countrymen were convinced that an order of things by which the great middle class, stood so unitedly, so calmly, yet so resolutely, is suited to the tastes and habits of all classes—however in theory objectionable—and that the changes needed, can and will be made without undergoing the dreadful ordeal through which France is at this moment fearfully struggling.

England has seen this. Her newspapers and periodicals have recorded their satisfaction at such a manifestation of interest. Let not the record be written in water.

We can perceive no cloud in the future—except in the temptation which Cuba offers. If this island should pass from the dominion of Spain—may hold out to English ambition and cupidity. We refer to it once again only to express the hope, that whenever the day shall come—if come it must—when England shall be subjected to this temptation, she will give full weight to the considerations which make precious to her and precious to ourselves—the maintenance of sincere and cordial peace and harmony between Great Britain and the United States.

Far above the value of Cuba to Great Britain—territorially, commercially or politically—must be, if duly weighed and considered, the preservation of this peace—while to the United States it is of the deepest and most enduring interest and exigency that Cuba—if dominion over her must change—should fall to a natural position and relation it seems designed to fill, within our constellation. We look upon this, not as a question of territorial aggrandizement, but of national safety; and it is therefore upon the principle of self-defence that we should insist, at all hazards, that if Cuba is to change nationality, she must come to us.

We know that self-interest, whether individual or national, rarely lacks a pretext for the indulgence of its desires; yet it must seem so obvious to any one who will cast his eye over a chart of the Gulf of Mexico, that Cuba should not belong—if the question is ever to be reopened—to any other nation than to the United States, that in the eye of reason we should be acquitted of ambition in insisting upon becoming its possessors.

We are content to let what is, alone; but if change must come, the change must be to the flag of the United States.—(Weekly Courier and New York Enquirer.)

Some News.—The "Dauntless," 34, built by Fincham, with 560 horse power by Napier, has arrived at Portsmouth from the Clyde. In charge of Mr. Bellamy, the assistant master attendant at Portsmouth. She is to be fitted for commission; and it is reported that Captain Hasted will have the command. The "Arcotian," 46, by Fincham, 560-horse power by Penn is ordered to have her machinery fitted so soon as possible, when, as we have before stated, the Hon. Captain Fitzroy will commission her. The "Terminus," by White, of 820-horse power by Parsons, is ordered from Sheerness to Portsmouth, to be fitted for the "Niger," by Lang, of 400-horse power by Maudslays, is to be tried, and then to be sent to Sheerness to be fitted. The "Comblin," by Symonds, 400-horse power by Seaward, is at Sheerness waiting for orders by the contractor. "Ajay," 500-horse power by Decker, at Portsmouth, 450-horse power by Maudslays, will be complete to a fortnight.—(United Service Gazette.)

Increase of Longevity in England.—Since 1775, remarkable changes have taken place in all the nations of Europe; but in none has the change been so great as in England. From that period when its mortality exceeded that of any great and prosperous European country, life mortality has been steadily diminishing; and at the present time the value of life is greater in England than in any other country in the world. Not only has the value of life been regularly increasing until it has advanced beyond that of any country of which there is any record, but the remarkable fact is established, that the whole mass of its people now live considerably longer than its higher classes did in the seventeenth and eighteenth centuries; the entire mass having not only reached the select class, but absolutely advanced beyond it by 169 weeks.—(Dr. Smith's Philosophy of Health.)

HOYOWAY, Oct. 14, 1848.

Sir.—We beg leave to report to you that agreeably to the directions conveyed to us in your letter of yesterday, we have taken an account of, and carefully examined the books, papers, stores and effects on board the British schooner "Amelia," with the exception of such articles as may be in the disposal of Spanish Captain Alva's cabin, and in the wardrobe of the deceased Mr. Cook and his widow now residing on shore, the three doors of whose cabin being locked, and each further secured by your official seal.

We found the log-book of the vessel, kept by the British Captain, Mr. Robert L. McNally, up to the night of the second of this month—the day previous to his death—and continued by Thomas Gannon up to the arrival of the schooner here, on the 12th instant. You are already in possession of her register.

We also found the cargo or gang-way book, according to which, 136 bags of silver, and 2 bags of doubloons were received on board the "Amelia," on the coast of Mexico, besides 5 cases marked N. K. 3 ditto, marked M. O. P., and 160 cedar planks, some provisions and ship's stores, and 20 tons of stone ballast.

It is to be regretted, with the exception of the treasure, the eight cases, and the cedar planks, before mentioned, the "Amelia" may be said to have been in ballast.

The crew assured us that the eight cases contained paper cigars; that two of them were given to the pilot at Mazatlan, by Captain Alva; and that another, by his orders, was thrown overboard, as being damaged and worthless, as appear to be the four that still remain. The cedar planks do not appear to have been touched.

Of the ship's provisions and stores, now on board we enclose herewith a return, a copy of which you have handed to Don Jose de la Cruz, appointed by you as mate, and at present in charge of the schooner.

We found in her hold 65 cases of claret, marked F. D., No. 9, and also a case said to contain 9,000 cigars, marked A., No. 1, which, in conformity to your directions, have been deposited at the custom house. The crew say that all were the private property of Captain Alva.

We have taken a detailed inventory, a copy of which we herewith transmit, of the wearing apparel, trunks and other effects that belonged to the crew. Mr. McNally, having, agreeably to your instructions, placed the whole of the articles in the hands of the authorized auctioneer, on shore, and obtained his receipt for the same.

We likewise enclose a few lines, written in pencil, by the brave and highly esteemed Mr. McNally, a short time previous to his death.

We also transmit herewith, an inventory which we took of the wearing apparel and effects that belonged to the late Spanish 2d mate, or boatswain, Cayetano Gomez, who was the first that fell a victim to the knives of the three mutineers, at 2 o'clock, a. m., on the 31st instant.

We further beg leave to report to you, that we have minutely examined every part of the "Amelia," from stem to stern, with a view of discovering whether any more specie remained on board after the 136 bags of silver and 1 bag containing 1522 doubloons, were landed, on the 12th instant, under your immediate superintendance, and deposited in the Government vaults, but we found none.

And we beg leave to remark, that the whole of the crew, free and aft, voluntarily, and without the slightest hesitation, submitted their chests and personal effects to our inspection, and that we have no reason whatever to suspect that any sums of money have been secreted by them; and we feel it due to them to add that they zealously afforded us every assistance and facility in their power in carrying out your instructions to us, and which we trust has thus been fulfilled to your entire satisfaction.

We have the honor to be, Sir, Your most obt. serv'ts,
H. RUSHWORTH,
W. H. PALMER.

W. M. MILLER, Esq.,
H. B. M.'s Consul General.

The following is the note of Captain McNally, referred to in the above report.

Halfpast four, a. m., Capt. Alva lying stabbed to the heart, in the cabin; the mutineers have taken

SHIP.	Sailed.	Plain Cottons. yds.	Printed and Colored Cottons. yds.	Cotton yarn and Twist. Balls of 400lbs.	Long Ells. pieces	Camleta pieces	Spanish Stripes. pieces.	Worsted Stuffs. pieces.	Inferior Woollens. pieces.	Iron bars. tons.	Nail rod. tons.	Copper cut.	Steel. cut.	Zinc. cut.	Tin Plates. boxes.	Glass. cases.	Linen yds.	Linen Thread. lbs.	Cottons. cut.
FOR CANTON																			
John Christian	May 30	788,378	6,771	650	3,000		1,186		580			100							
Marian	July 12			100	2,000		56	40		49		60	80						
Providence	" 12	924,095					1,008	332											
Oceania	" 18	2,906,281		604			240												
Syria	" 29	1,673,563	183,274	640			1,450												
Huduga	21, 41, 10, 10			1,048			1,540	294											
Queen	" 18	37,600		150	1,500		8,040		150				56	49					
Navigator	" 18	1,741,575	55,120	374	400		1,190		400	55	25								
Anne Cropper	" 29	724,705	64,000	480			1,000	94											
L. McNaughton	Sept 19	1,800		506	4,420	155		160											
Lead of Cuba	16	90,720																	
FOR SHANGHAI																			
Wahoo	May 11			500		800													
Wahoo	July 11			500		800													
Jeremiah Garnett	May 11	1,300,000		400			1,800		100		50								

COMMERCIAL STATISTICS.

(Published under the Direction of the Customs British Chamber of Commerce, 20th November, 1848.)

ABSTRACT OF MANIFESTS OF VESSELS EXPECTED FROM GREAT BRITAIN.

The population of the United Kingdom may be estimated at thirty million, and the population of the United States at thirty million...

Phlegmon, Niblel, do, 20, Dos Harmanca Sp, Saigon, do, 21, Pauline (Brem J. Soble, Singapore, 25, Aurora, Harris, Hobart Town, 27, Tartar (Am), New York, November 6, Aurora (Sp), Canada, Amoy; P, Victoria, Linnington, Sydney.

SHIPPING IN CHINA.

VESSELS OF WAR.

Table listing vessels of war with columns for ship name, origin, and commander names.

MERCHANT VESSELS.

Table listing merchant vessels with columns for ship name, origin, destination, and consignee.

GENERAL INTELLIGENCE.

MARKETS.

REMARKS ON THE MARKET.

IMPORTS.

Cotton Goods.—We are going to repeat the observations of our previous number, with very few alterations, the market not having experienced any change during the week viz:—We cannot report any improvement in the piece Goods market...

EXPORTS.

Sugar.—We have not heard of any sale during the week, the last for current quality having been made at 83s per picul.

Hemp.—We understand, that 3,000 piculs have been purchased during the week at 65-30 per picul unscrewed.

Rice.—Declining, and an abundant crop expected.

Indigo.—No demand.

Coffee.—No demand.

Synonised.—Scarce. Shipping quality \$13 p l. Sgare.—Abundant.

Exchange on England.—We have been informed, that all the disposable exchange on England has been sold for this bill, the current rate having been 4s 2d for 6 ms. Bills, and more wanted.

Passage.—We understand, that about 43 per cent for Sugar and 41 per cent for 20 cwt of Hemp, could be obtained.

SHIPPING INTELLIGENCE.

ARRIVALS.

- Dec. 6, Denia, King, from Amoy 3rd December. 7, Sea Witch (Am), Waterman, from Calao 16th October and Oahoo 11th November. 7, Charley, Thomas, from Cansingmoo, 7, Zephyr, Wilson, from Cansingmoo, 7, E.P. Lygal, from Bombay 23rd September. 7, Syph, Macdonald, from Shanghai 29th Nov. 7, Countess of Yarborough, Bennett, from Sydney 24th October. 7, Fortenia, Lancaster, from Whampoa. 8, Rubens (Belgian), Meyer, from Amoy 6th Dec. 8, Oyendo (Sp), Mercedes, from Macao 7th Dec. 8, Abdon (Am), Gardner, from Bombay 30th Sept. Nov. 25, Faithful, Morrison, from Sydney. 26, Constance, Godfrey, from Port Adelaide 16th September. 26, Marmion, Dale, from Port Phillip.

PASSENGERS.

Per Syph.—Colonel Robe, and Mr J. P. Watson. Per Countess of Yarborough.—Mr G. Bennett.

REPORTS.

On the afternoon of the 25th November, H. M. Sloop Scout, Commander Johnstone, in working up the river Min, struck on a rock, and shortly afterwards slipped off into 7 fathoms, where she is now lying with only a small portion of her fore-castle rail out of water. All hands saved, but every thing else gone down with the vessel. H. M. Steamer Madag arrived at Amoy on the morning of the 3rd instant, and was tow to H. M. Sloop Columbine up to the Min on Monday last, weather permitting. Captain Waterman, of the Am-ship Sea Witch, spoke the British schooner Amelia at Oahoo on her passage to China; shortly after the Amelia left the West Coast of America, four Peruvian seamen, a portion of her crew, mutinied and murdered Captain Alra, Captain McNally, the second Officer, and a Passenger. A few days afterwards, a Dutch steamer on board took her, having first killed three of the mutineers, and with the assistance of an English boy, an apprentice on board, took her to Oahoo and delivered her over to the authorities there. She was to leave for China in about a week after the Sea Witch.

The Charlotte, on the 24th November, passed a large quantity of wreck, appearance of a ship's poop, and part of a ship's bottom, in lat. 20 55' N, long. 114 27' E.

The Countess of Yarborough, on the 2nd December, off the Bashes, spoke the Abdon, from Bombay bound to Hongkong.

DEPARTURES.

- Dec. 6, Bolton, Young, Singapore. 6, Arrowhead, Durrant, Cansingmoo. 6, Androp, Am, Watkins, Cansingmoo. 6, Denia, King, Cansingmoo. 6, Mazepa, Junney, East Coast. 7, John Gray, Macdonald, Singapore. 7, Tora, Smith, Maun. 7, Androp, Sullivan, Shanghai. 7, E.P. Lygal, Whampoa. Dec. 8, Somerset, Lawson, London. 8, Somerset, Lawson, London. 8, Somerset, Lawson, London.

Table listing shipping arrivals and departures with columns for ship name, origin, destination, and consignee.

VESSELS LOADING.

Table listing vessels loading with columns for destination, ship name, and consignee.

VESSELS EXPECTED.

Table listing expected vessels with columns for date, ship name, and origin.