

THE FRIEND OF CHINA

AND HONGKONG GAZETTE.

PUBLISHED EVERY WEDNESDAY AND SATURDAY.

VOL. VII. No. 101.

VICTORIA, SATURDAY, DECEMBER 16th, 1848.

PRICE \$12 per annum.

TERMS OF SUBSCRIPTION TO THE FRIEND OF CHINA AND HONGKONG GAZETTE, per Annum, 12 Dollars. Six Months, 7 Dollars. Three Months, 4 Dollars; all paid in Advance. Single Copies, 10 Cents. For the periods of Twelve, Six, and Three Months respectively: Single Numbers, to Subscribers 25 cents each; to Non-Subscribers, 7 Cents. Foreign Postage, 10 Cents. Advertisements to be 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, required to pay in advance.

For ENGLAND, CALCUTTA, MADRAS, BOMBAY Also, en route to the above, SINGAPORE, PENANG, GILIS—MALTA, SEZ, ADEK.

THE PENINSULAR AND ORIENTAL COMPANY'S Steam Ship ACHILLES, will leave for the above places on Saturday the 30th of December. Cargo will be received on board until Noon, and Passengers 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.

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.

THE P. & O. S. N. COMPANY'S, will from this date undertake the conveyance of Goods from China, and the Straits, to Southampton, under the conditions specified in the customary Bill of Lading, at Special Rates 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 Treasure, to the Straits and India per P. & O. COMPANY'S Steamers will in future be the same for Gold as Silver. Victoria, Sept. 24th, 1848.

TENDER
TENDERS are wanted, for the loan of about \$5,000, on Botany on the Bark "HAWK" Captain Corbitt, now in this port. Apply at the office of N. DUBU & Co. Victoria, December 11th, 1848.

FOR SALE
THE HOUSE in D'Aguiar Street formerly occupied by the ORIENTAL BANK. The adjoining house known as the Old Court House.

ALSO
The Bungalow in Stanton Street at present occupied by Mr J. C. Power, The Bungalow in Cairns Road is the seat of Mr Scott's Bungalow. Apply at the bungalow in Cairns Road, and to Messrs FLETCHER & Co. Victoria, 17th November, 1848.

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

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.

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

NOTICE
THE Business hitherto conducted in China under the Firm of W. VAN DER BEEK & Co. is this day dissolved. Messrs REYNVAAN & Co. are authorized to sign for the Liquidator. Canton, 1st February, 1848.

NOTICE
THE Partnership hitherto subsisting between the Undersigned at Bally Boding and at Hongkong under the Firm of BURD, LANGE & Co. was dissolved on the 14th July last by mutual consent. The Bally Boding outstanding will be settled by Mr M. LANGE at Bally Boding, and those of Hongkong by Mr JOHN BURD at Hongkong. The Business at Bally Boding will be continued by Mr M. LANGE in his own name, and those of Hongkong, under the Firm of BURD on his own account, and at Hongkong by Mr JOHN BURD on his own account, under the Firm of JOHN BURD & Co. JOHN BURD, M. LANGE. Hongkong, 10th November, 1848.

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

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

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

NOTICE
HAVING Associated ourselves with Mr S. B. RAWLE, of the late Firm of RAWLE, DUBU & 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 Ship Chandler and General Storekeeper under the firm of A. H. FRYER. A. H. FRYER. Hongkong, 1st November, 1848.

FOR SALE
ALLSOPPS' PALE ALE, in Cask. Apply to GIBB, LIVINGSTON & Co. Hongkong, 26th September, 1848.

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 sweetness of tone. In Handmade Rosewood case constructed by Messrs Woon & Co., plays upwards of forty favorite airs. Apply to LOUGLAS LAPRAIK. No. 1 D'Aguiar Street. Victoria, 10th October, 1848.

ENGLISH COAL
LANDING ex Aikema, from Liverpool, Good English Coal. ROB. RUTHERFURD. Hongkong, 22nd Nov. 1848.

STORES FOR CHRISTMAS.
MESSRS SMITH & BRIMELOW have received per late arrivals, a choice selection of Stores consisting of—Jordan Almonds, Muscat Raisins, Zanze Currants, Barcelona Nuts, Dried Sprats, Pickled Mushrooms, Fintoon Haddock, Sardines, Green peas, Asparagus, Lendenhall Tongues, pickled pig's Tongues, Split peas, poted Meats, Horse radish, York Hums. ALSO DIRECT FROM NANTES A small quantity of Pate de Foies Doce and Pate de Foies d'auteur. Sperm, Composition and English Wax Candles, &c. &c. No. 1 & 2 Woosnam's Buildings December 7th, 1848.

The undersigned has just received a small Invoice of the very best English Boots and Shoes from DAVENPORT LONDON, and is ready to offer them for sale at his Commission and Sale Room, Queen's Road. A. L. ENCARNACAO. Victoria, 13th December, 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 Rigging Chain of all sizes. Iron Sheaves do do Lignumvitae Sheaves and Blocks of sizes, made to order. Mast Loops, Jib-banks Lead, Oars, Pitch, Tar, &c. &c. GEORGE FRAZAR. Hongkong, 15th September, 1848.

FIRE! FIRE!!
GOOD Coals at 8¢ per Ton at the Stores of the undersigned. J. INESS. Queen's Road, 6th December 1848.

SHOT
SHOT in numbers from a 10, with HALL'S best bright Tower proof Gunpowder. J. INESS. Queen's Road, 6th Dec. 1848.

FOR SALE
PURE Resin, and on Sale at the Store of the undersigned, 50 Tons of very fine Best. J. INESS. Victoria, 9th Dec. 1848.

EX "ONEIDA"
NOW Landing, and part ready for Sale, a very fine 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 bodice, Habit Skirts, Lace and muslin Collars, Thread Lace, Egyptian Lace, Flouncing Lace, Whisker Blouses, Black net for Veils, Childrens cambric Caps, Fringes, Berlin Wool fringes, Cold Gimps, Book muslin insertions and Trimmings, Fancy neck ties, Satteen Bays, with an 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 Kiln dried Maize in small packages; this first rate food for Horses has been packed with great care and sent to order. ALSO Bacon, and another batch of beautiful Butter. J. INESS. Victoria, 9th Dec. 1848.

J. ROGERS & Co.
Ship Chandlers of Manila, DELEGATE to inform OWNERS and CAPTAINS of BAWALE SHIPS, that the Government of Manila has abolished the TONNAGE DUTIES 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.

WANTED to borrow the above sum for TWO YEARS on valuable LAND and BUILDING Security, situated in one of the best localities within the Province of Victoria, for which a Liberal Rate of Interest will be paid. For further particulars apply to ME 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. RUPUMJEE and COMPANY, and MEERWANJEE JEEJEBOY.

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 Cay Esquire, the Provisional Assignee of the Estates of Insolvent Debtors were annulled and discharged, and the said Estates were thereby ordered to be re-assigned and reconveyed by the said Robert Dundas Cay Esquire to the said D. and M. RUPUMJEE and Company, and to the said Meerwanjee Jeejeboy. 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 Jeejeboy, are requested to pay or deliver the same at the Offices of the said D. & M. RUPUMJEE, Canton. Dated the 22nd day of November, 1848. W. GASKELL Attorney for the said Insolvents. Queen's Road, Victoria.

To the Creditors and Debtors, of the said Insolvents.

DAILY ADVERTISER.
THE Daily Advertiser and Shipping List will from the 18th inst., be delivered at Hongkong, Canton, and Macao, gratis. The Proprietor hopes by this insuring universal circulation, and an opportunity of advertising daily that the Paper will be supported by advertisements. N. B.—New advertisements for insertion same day will be received up to noon every day, and continued seven days without extra charge. Victoria, 12th December, 1848.

LOST.
THE 7th Volume of J. P. COLBIE'S edition of A SHAKESPEARE'S works; whoever will return it to the Editor of this Paper will receive the grateful thanks of the owner, and, if necessary, the value of the book. Victoria, 11th December, 1848.

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

VICTORIA DISPENSARY, Chemist's Room, GODA WADER and LEMMONADE of Superior Quality, at HINNAM'S, China Shop, Victoria, 11th June, 1848.

NOTICE
THE FIRM of RAWLE, DUBU & Co. Hongkong, and of DUBU, RAWLE & Co. Canton, has this day dissolved by mutual consent. All persons having claims, against either firm, will please send their accounts for adjustment, and then send them to the firm, who will please make payment to the undersigned. E. B. RAWLE, N. DUBU. Victoria, Hongkong, 1st October, 1848.

NOTICE
THE undersigned begs to intimate that he will continue to carry on a GENERAL AGENT, and COMMISSIONER BUSINESS, on the same terms as heretofore, under the Firm of N. DUBU & Co. N. DUBU. Victoria, Hongkong, 1st October, 1848.

NOTICE
N. DUBU & Co., will receive goods of Stores in their godowns, at a moderate rate. ALSO, Receive and forward Goods, or Parcels to any part of Europe, India, or to the East Coast of China. Victoria, Hongkong, 1st October, 1848.

COMMISSIONARY OFFICE.
Hongkong, 11th December, 1848. TENDERS will be received at this Office until 12 o'clock on Thursday the 21st instant for Bills to be drawn by the undersigned at thirty days sight on either the Lords Commissioners of Her Majesty's Treasury or the Governor-General of India to the extent of Ten thousand pounds Sterling in exchange for British Money, Rupees, or Mexican and South American Dollars. The Tenders to be sealed, marked on the outside "Tender for Bills," and to express the rate per cent for British Money or the Sterling rate at which each of the other coins may be offered. J. W. SMITH, Agent, Comany, General.

OVERLAND ROUTE VIA TRIESTE.
THE Directors of the AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY have informed us that from and under the 10th of October past a Steamer will ply regularly on the 10th, 20th, 30th, and 40th to the direct line between TRIESTE and ALEXANDRIA, so as to correspond with the HON. E. L. 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 200 H.P. 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: 38 First Class, including 16 for Ladies; 20 Second Class; 7 for Females. The Fares to be 21s. for First Class, 21s. for Second Class; including Table money and Stewards' fees. The Voyage is expected not to exceed 5 days to 55 days, and as Guarantee is calculated from the day of leaving Alexandria—these vessels being provided with Health Officers—it follows that with clean Bill of health, passengers will get pratique immediately on arrival at Trieste. For letters to England superscribed "Per Trieste" an "overseas" charge is made of 18 Kreuzer (about 7 1/2 Cts) per Quarter Oz, and half this rate for every additional 1/2 Oz. Any one wishing to send letters to England via Trieste may pay the "overseas" rate into our hands, and address them to the care of the Austria 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 "overseas" 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 Bary, as the P. & O. Company do not engage to deliver any thing not intended for England beyond that landing place, where Transit or other Duties may 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 Bary. For Passage, or for further particulars apply to W. PUSTAD & Co. Agents at Canton and Hongkong for the Imperial Royal priv. Austrian Lloyd's Steam Navigation Company.

PRINTED FORMS.
FOR SALE at the Office of the undersigned, a Bill of Exchange, and other Documents, and a Bill of Lading, for the Province of Victoria, and for the Province of Bally Boding. For the Provincial Bill of Exchange, apply to the Provincial Secretary at Bally Boding.

NAVY BILL.
Contractors, Dealers, in Bally Boding, Hongkong, and elsewhere, are invited to bring forward their proposals for the purchase of the following Goods:—Sails, Canvas, and other articles of the same kind, as they may be required for the service of the Navy. For particulars apply to the Provincial Secretary at Bally Boding.

PRINTING.
The undersigned has the honor to announce that he has opened a Press at the Office of the undersigned, and is prepared to execute all kinds of Printing, and to supply the public with the most elegant and durable Stationery, and other articles of the same kind, as they may be required for the service of the Navy. For particulars apply to the Provincial Secretary at Bally Boding.

To the Editor of the FRIEND OF CHINA.

Victoria, 16th December, 1848. Sir, I am very sorry to see by an official announcement in the Chinese paper of last night, that Mr. Hillier and C. G. Holdforth have been appointed Justices of the Peace for the Colony...

To the Editor of the FRIEND OF CHINA.

Victoria, 16th December, 1848. Sir, I assure you any one might have knocked me down with a feather when I had read through your leading article of last Saturday about reduction in the expenditure of Hongkong. The propriety of the alterations you propose is well as the propriety of making any reduction at all...

BIRTHS.

The lady of the Right Hon. LORD COCHRAN, a daughter of Her Highness, North Wales, on the 1st September at Canton, on the 13th instant, the Wife of Mr. Hogson, of a son.

DEATH.

News.—At Sabonah on the 9th September, the Bard J. N. Negrice, late Chaplain of Malacca, and for a short time officiating Chaplain at Pinang.

NOTICE.

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

LATEST DATES.

Table with 4 columns: Location, Date, and other details. Includes England, United States, Calcutta, Bombay, Madras.

THE FRIEND OF CHINA AND HONGKONG GAZETTE. VICTORIA, SATURDAY, DECEMBER, 16TH 1848.

NOTICE.—District Service will be for the present be conducted at the building adjoining the Post-Office and opposite to the Club-Edifice on Sundays till A. M. and 4 past P. M.; and on Thursdays at 6 P. M.

VINCENT STANTON, Colonial Chaplain, Victoria, 9th October, 1848. NOTICE.—PRESBYTERIAN CHURCH. This congregation, conducted for the present by the Rev. W. C. BURN, will meet every SABBATH, in the Bungalow immediately behind the Club-Edifice.

In the Supreme Court to day (Friday) a Chinaman was convicted of a murder committed in November 1845, and sentenced to death. His accomplice was captured at the time, tried, condemned, and executed; the prisoner escaped to Canton, and only returned to Hongkong in October last. He was recognized by Mr Caldwell (who saw him in a barber's shop as he was passing) and taken into custody.

A Junk from Formosa brings a cargo of coals. We are informed that they are of good quality, and could be laid down in quantity at a very low price. The mines were inspected by Sir Thomas Cochrane some years ago, and a favorable report made of the quality of the coal.

Messrs Hillier and Holdforth have been appointed Coroners for the colony; Mr Parker having resigned that office.

On the evening of Monday the house of Messrs Blenkin, Rawson & Co. (Canton) was fired, it is supposed by a domestic. We have not received particulars, but hear that some plate had been stolen, and to prevent detection, the thief determined to burn the house and its inmates. This diabolical affair is being investigated by the Mandarins; fortune if it does not extract the truth will extract a confession, and there will be an example. We hear further, that there is no question as to the guilt of one boy who has been for a considerable time in the hospital under suspicious attack to others.

It was about this time last winter, that the wooden stairs in the house of another European firm were discovered in flames; how the fire originated could never be accounted for, but had the flames been allowed a few minutes to gather strength, the stairs would have been burned, and for the European inmates there could have been no possible escape.

On Wednesday last the case of Fernandes and Pacheco against Hillier came on for trial before His Honor the Chief Justice and a special Jury. After the pleadings had been opened by the Plaintiffs' advocates, and he was proceeding with the case, a question, as to whether in point of law the action was tenable, was raised on the grounds that the statute had not been complied with, so far as regarded the plaintiffs not having given notice to the defendant and commenced their action within six months after the trespass and false imprisonment complained of by the plaintiffs had been committed; the act of complaint requiring that in cases of actions against Justices of the peace and other official officers, proceedings must be adopted within six months after the cause of action arose. The plaintiffs' advocate contended that although the plaintiffs were released from imprisonment at Macao on the 15 day of Sept. 1846, in which position they had been placed in consequence of Mr Hillier's warrant of arrest, that still they were bound over in very heavy recognizances not to quit Macao until the sentence of the Supreme Court at Goa regarding their case was made known; and that therefore they were under duress and unable to leave that place to seek legal advice or redress at Hongkong, and that they labored under such a disability were entitled to prosecute their action, notice having been given and the action commenced within six months after their bonds or recognizances had been cancelled and such disability removed.

His Honor on this point was of opinion that the plaintiffs might have complied with the statute by applying for their legal adviser to Macao, and have instructed him to proceed with the case earlier than they had done; or that they might have appointed some person to communicate with him on the subject, and as this had not been done, his Honor ruled that in point of law the case could not be carried further, and accordingly instructed the Jury to find a verdict for the defendant which they did. The plaintiffs' advocate then stated that the Plaintiffs were men of high standing and respectability, and that the action had been brought not as a money seeking one, but with a view by the Plaintiffs to the vindication of their reputations from the charge on which they had been arrested. The Chief Justice observed, that in his opinion, there was not the least ground for any imputation on the characters of the Plaintiffs, especially as they had been acquitted from the charge by the sentence of the Supreme Court of Goa.

LABUAN.

From a Singapore paper of the 18th November we gather that Sir James Brooke applied to the Naval Commander-in-chief for reinforcements; being apprehensive of an attack by pirates. The H. C. Steamer Auckland was under orders to sail for Labuan on the 9th; she was to be followed on the 21st by H. M. S. Maudslayi with 80 Sepoys of the 21st M. N. I. to relieve the Maudslayi's marines of the garrison duty at Labuan.

The new colony continues sickly; the residents impressed with the unhealthiness of the low lands, were about removing to the hills.

CALCUTTA.

On the 16th October the last Opium sale of the season was held. The particulars are as follows,—

Table with 4 columns: Item, Highest, Lowest, Average. Includes Patna, Benares, and other opium items.

After the sale the price went down, and in the Bazaar, native dealers were selling at less than Rupees 800 per chest.

A hurricane caused much damage to shipping in the bay of Bengal; several vessels arrived at Calcutta in a crippled state. The barque Hope, Captain Wylie, was lost; of the crew all perished except four Lascars picked up by an American vessel. The ship Emerald of Calcutta with a crew of 110 (natives) was also lost. The Didro from Singapore lost her fore-mast, but reached the river in safety. Steamers were despatched from Calcutta to relieve vessels in distress.

From Mooltan there is no news of consequence. The Sikh chiefs, Moolanj and Shere Singh, were obliged to separate their forces from the scarcity of provisions; the anticipated attack on General Wial's camp was not made.

MADRAS.

The trial of Dr. Daubeny before the Supreme Court for the murder of the new born infant of the late Mrs Freze, ended at the close of the third day in an acquittal. The evidence adduced against him was entirely circumstantial.

EXCISE DUTIES.

An Excise upon articles consumed in the colony is a legitimate source of revenue; and so long as such taxes are imposed with discrimination and moderation they will not be much objected to; but when they choke the springs of commerce, and tender in a great degree nugatory the advantages of a free port, they display prominently defective legislation. In England, where the duties on consumption are heavy, trade is protected by drawbacks on exportation; while a revenue is thus drawn from the people, commerce is relieved of what would be an oppressive and impolitic burden. The local government did not profit by the matured wisdom and experience of the mother country, and in the infancy of the colony its incipient trade was borne down by a reckless system of taxation, for which no better apology can be offered than the inexperience of the legislators and their extreme desire to raise a present revenue without regard to future consequences. But they squeezed the grape too hard; and its generous juice has become sticky and unpalatable.

Prominent among the items of revenue is the Opium Farm.—For the present year its net proceeds were estimated by the ex-Governor at £3,900.

But before entering upon the impost, it appears proper to enquire into the trade in opium as it exists in Hongkong, for upon this point many good and estimable people are extremely ignorant. We need not dwell upon truisms—it is enough to say that British India and the British colony of Hongkong form part and parcel of the British empire, and that neither China nor any other country may say to Great Britain, this article of thy produce or thy manufactures shall be an article of traffic—and that other article shall not be an article of traffic. To put a case,—Were England to propose entering into a convention with France by which the sale of Brandy for export to the United Kingdom should be declared a misdemeanour punishable by French law, France would indignantly scold the proposal as an unwarrantable encroachment upon the privilege of every independent country to legislate for itself. True, England could declare French brandy contraband of trade, and seize all vessels within a certain distance of her shores having it on board; but she could not prevent its being sold and shipped at Bordeaux and other ports of France. As regards China and opium we have given a hypothetical case which is in point. China may declare opium a contraband article; she may seize vessels landing it on her shores; but she cannot say to England your merchants must not deal in the drug; your planters must not grow the plant; and you must not raise revenue from it by a monopoly of the produce. If these views are correct, it follows that in all British possessions (Hongkong of course inclusive) the opium trade is as legitimate and respectable as that of France in Brandy—America in Whisky—Holland in Gin—or our own colonial possessions in Rum; and until it can be shown that opium is more injurious to the mental and physical powers of man than Spirit, and leads to a greater amount of crime, it is unfair and unreasonable to raise a clamour against those engaged in it before we have effectually suppressed the use of ardent spirits—wine and malt liquors included—made a public example of a few of the principal Distillers, Brewers, Malters, Wine Merchants, &c., and appointed Father Mathews public Censor with a special charge to have his eyes on the Episcopal Bishops.

But to return more particularly to the duty on opium; we repeat, that for local consumption there can be no great objection to its being taxed; taking care however that the tax does in any degree injure local trade. The licenses for the retail of spirits aggregate £1,500 per annum; and we suggest that the opium licenses be put on the same footing. As matters now exist, a case of beer or wine worth from £10 to £20, can be sold by any unlicensed Merchant or Storekeeper on the Island; but wine and beer not being purchased by the Chinese for export to China proper, TRADE would not suffer were every dealer in them obliged to take out a license. Opium is the grand staple of trade; and the price at which it can be purchased will assuredly influence the small dealers either towards Hongkong or Macao. Legislative wisdom has cramped the trade of the port by enacting that no unlicensed person can sell less than a chest of Opium, worth, according to the state of the market, from \$500 to \$800. Consequently the privilege is held by a few monopolists, who exact such exorbitant prices, that dealers are driven to Oum-sing-moon or Macao. But it is not the sale of opium alone that is lost to the colony. A Junk may have from ten to twenty dealers on board; each of them purchases a few hundred dollars worth of the different varieties of the drug (Malwa, Patna, Benares and Turkey) possibly aggregating a chest or more, though they have no funds to take an entire package of each; but though drug is the staple, their purchases are not limited to it, every other import, European and Indian, is required in greater or less quantities. The sales it is true are individually small—or rather, would be small—but collectively they would be large, and by being diffused among a considerable number of dealers they would add materially to the substantial prosperity of the set-

tlement. A large Junk trade would result in a large Native population of respectable shopkeepers; there would be a demand for public land as the town increased; the revenue would steadily advance, and Hongkong property have a real value, which at present it has not.

We will not say the injustice, as the folly is the more correct word—the folly then of permitting Merchants and others to sell wine or beer by the case or cask (of the value of from \$10 to \$30) without a license, wine and beer being exclusively for consumption, while the same merchants and others may not sell opium of a less value than from \$500 to \$800, opium being the STAPLE EXPORT (upon the unfettered trade in which the prosperity of the colony mainly depends) is sufficiently apparent. Were we to say that our legislators have a sensible interest in the price of wine and beer, and none whatever in the prosperity of the colony, we very likely, would be charged with injustice. We therefore with hold any expression of opinion upon the point; merely asking our readers to take an impartial view of the matter, and then form an opinion for themselves. Were the opium trade illicit, some people would advocate a tax upon it; but we say, No—if it were illicit, the government would not in any shape recognize it. It has been shown however that it is legitimate, and not half so destructive as wines, spirits, or malt liquors; a lust for revenue is therefore the best excuse that can be made for its taxation, and is the sole reason that can be given for the retention of the tax. To suppose that it adds permanently to the revenue is a fallacy; and had justice been done to the colony by giving the inhabitants a voice in the legislative council the suicidal act would never have passed—or passed with the recorded dissent of the non-official members.

It may be argued that there are no restrictions upon commerce on an extended scale, and in a certain degree the argument is a sound one; but at the same time it is obvious that a large retail trade would add to the business of the Importer, as from him the Dealer would procure his supplies. We question whether Hongkong will ever be visited by the regular Chinese opium smuggling vessels—vessels engaged exclusively in carrying the drug—Chun-sing-moon suit them better; and possibly the owners do not care to come within the jurisdiction of our Courts of justice. But supposing this was the grand mart for the opium trade in the South of China, and the large houses cleared each some thousands of chests annually, what would it profit the colony? Very little indeed; the opium is put over the gangway of one ship; the silver taken in at the gangway of another and immediately shipped to India for investment; the Agent has his commission, but the revenue is not benefited, nor is a larger amount of capital put in active circulation. The sale of an equal quantity of drug in small quantities, would insure the sale of an endless variety of manufactures. The money would pass into the hands of a vast number of people; the revenue would profit by larger land rents; and there would be a general prosperity among all classes. Were we to assert that the large merchants are more benefited by the colony, than the colony is benefited by the large Merchants, we would be looked upon as a sort of heretic. Yet such our humble opinion. Not that we are blind to the desirableness of having as many resident Merchants as possible; but simply because we are satisfied, that no Merchant will be so foolish as to incur the expense of a Hongkong establishment unless he finds it his interest to do so. The houses engaged in the Indian and coast trade must have an outside establishment; if not here, certainly at Macao; it is true that the American firms have no Hongkong branches, but they have to engage the services of Agents at a very considerable expense.

If our views are correct in the main—upon some points probably we are wrong—an alteration in the tax upon opium is called for; and our proposition that the retail of the drug be legislated, and smoking shops licensed, like European public houses, is sound policy, financially and commercially. There would be a present sacrifice of revenue, but to what extent it is impossible to say, as we look upon Sir John Davis' estimate of £3,900 as visionary; we question whether the licenses for smoking shops would aggregate £200—the apparent loss of revenue would therefore be £3,400.

In the schedule the next tax is Retail of Spirits £1,500; and to this there can be little if any objection.

Stone quarries, Salt weights; Auction licenses; and Pawnbrokers are left sources of revenue, and do not press upon trade. For the Auction duty of 2 1/2 per cent we cannot say as much. Since it was laid on, Auction sales have fallen off fully one half, as has been proved by the proceeds of the duty paid into the colonial treasury by the Auctioneers. An auction license in Hongkong, where the trade must be small, costs the same as in England, where there is a boundless field for the Auctioneer. The duty in a Hongkong public peculiarity; still though we are aware of two British colonies (and there may be more) where there is a small auction duty, in both of them the proceeds go to support Schools and Orphan institutions, and not an eta-

OVERLAND.
MRS. INESS, has this day opened her last shipment by the O. S. N. Co's Steamer "Pekin" of
 Berley
 Cheddar
 Williams &
 Chief Clerk
 1409
 York House, Lane and Jeffrey, Turf Hill, Jarri, Tripo, Co. Tongues, Penang, Bantam, South Orinai, Langkass, Loai Sugar, Ceylon S. & Co.
 Queen's Road, December, 18th 1848.

PUBLIC AUCTION.
MESSRS. SMITH & BRIMELOW, will sell by Public Auction, at their Godowns, Queen's Road, this day Saturday, the 18th Dec., at 11 o'clock A. M., for the benefit of the concerned,
 9 Chests of damaged Malva Opium.

EUROPE CORDAGE.
PUBLIC AUCTION.
W. H. FRANKLYN, will sell at the Sale Rooms, Queen's Road, on Monday next the 19th instant at 11 o'clock A. M.
 88 Coils weighing 164 tons Europe Rope
 24 Tons spars
 1 Stave and Funnal complete
 5 Cases Tar Brushes.
 AND
 A quantity of spars for the benefit of the concerned.
 Terms of Sale—will be made known on the day of Sale.
W. H. FRANKLYN.
 Auctioneer.

SHIPPING INTELLIGENCE.
ARRIVALS.
AT HONGKONG.
 Dec. 12, *Sidney*, Wild, from Shanghai 5th December.
 13, *San Maria* (Am.), Osgood, from Singapore 21st October.
 13, *Androp* (Am.), Watkins, from Cumingmoon.
 13, *Euphrates*, Gifford, from Whampoa.
 13, *Cromwell*, Gray, from Whampoa.
 13, *Louise* (Bremer), Lytles, from Shanghai 9th December.
 13, *Van der Palm* (Dut), Munsterden, from Shanghai 9th December.
 13, *Arratoon*, Durham, from Cumingmoon.
 14, *Don Hercules* (Sp.), Salado, from Macao.
 14, *H. M. S. Hastings*, Captain Morgan, from Singapore 21st November.
 14, *H. M. S. Fury*, Commander Wilcox, from Singapore 21st November.
 15, *Juliana* (Bremer), Lytles, from Shanghai 9th December.
 15, *Agincourt*, Thos., Scot, from Sydney 5th Nov.
AT WHAMPOA.
 Dec. 10, *Navigator* (Am.), Putnam, from Liverpool 22nd July.
AT CUMINGMOON.
 Dec. 12, *Coquette* (Am.), Prescott, from Calcutta.
AT SHANGHAI.
 Dec. 4, *Regia*, from New Hebrides.
 5, *Gilana*, Ligertwood, from Singapore 9th Oct.

PASSENGERS.
 Per *Sidney*—Mr W. Hoeg.
 Per *Van der Palm*—Mr W. G. Aspinall, and Mr Doane.

REPORTS.
 H. M. S. *Hastings*, Captain Morgan, and H. M. Steam-frigate *Fury*, Captain Wilcox, from Singapore 21st ultimo, arrived on Wednesday—the *Hastings* in tow of the *Fury*. The Naval Commander-in-Chief is expected immediately in the steam-frigate *Infatigable*; he will hoist his flag on board the *Hastings*. H. M. S. *Cambrian* sailed from Singapore on the 18th November in progress to Madras and Bombay. The United States Brig *Dolphin* left Penang for China on the 5th November; she was to call at Singapore.

DEPARTURES.
FROM HONGKONG.
 Dec. 10, *San Maria* (Am.), Osgood, Whampoa.
 14, *Sidney*, Wild, Whampoa.
 14, *Sylph*, Macdonald, Calcutta.
 15, *Euphrates*, Gifford, London.
 15, *Denzia*, King, Cumingmoon.
FROM WHAMPOA.
 Dec. 11, *General Harrison* (Am.), Gardner, New York.
 11, *Arncliffe*, Langley, Singapore and Calcutta.
FROM SHANGHAI.
 2, *Eliza*, Valant, London.
 2, *Zenobia* (Am.), Kenny, New York.
 9, *Ellen*, Rodgers, London.

SINGAPORE SHIPPING.
ARRIVALS.—December 10, *Pekin* (Am.), Baker, from Ceylon lat. No. 1. H. M. S. *Fury*, Wilcox, Anier 5th do. 13, *Adelaide*, Hutchinson, Hongkong lat. No. 1. Bramm, Taylor, Hongkong lat. do. Sultan, Pen. Whampoa 20th do. 1. *Coquette* (Am.), Prescott, Calcutta lat. No. 1. Calcutta, Wain, Wick, Calcutta.
DEPARTURES.—November 9, *Baranza* (Am.), Paul, Bombay. 10, *Arcturion*, Coates, (Am.), China. 11, *China*, Baker, China. 12, H. M. S. *Cambrian*, Morris, Madras and Bombay. 14, *Clarendon* (Am.), Amoy. 15, *Coquette* (Am.), Prescott, China. 15, *W. A. Allen*, Baker, Singapore.

VESSALS OF WAR.

Ship	Rank	Comd.	Officer
H. M. Ship <i>Hastings</i>	7	Comd.	Commodore G. P. Thomas
" <i>San Maria</i>	10	Comd.	Commodore J. C. D. Hay
" <i>San Francisco</i>	10	Comd.	Commodore C. H. Matheson
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore T. H. Mason
" <i>San Juan</i>	10	Comd.	Commodore W. H. Murray
" <i>San Pedro</i>	10	Comd.	Commodore G. T. Murray
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pedro</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Pablo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Diego</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Mateo</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Francisco</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Antonio</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Carlos</i>	10	Comd.	Commodore J. W. Wilcox
" <i>San Juan</i> </			