

ORIGINAL CORRESPONDENCE.

(To the Editor of the Friend of China)

Sir—Would you kindly enquire through the medium of your press, what fees are allowed to a Surveyor on a Comers's request, also, if it is to be understood that a particular class of men are to be summoned on a Jury. As for myself, I find it not only very inconvenient to attend to all the calls that are made upon me for that purpose, but it also interferes with my health; as also I am of opinion it cannot be very conducive to the health of any European to examine in the noon-day sun, the remains of a person twenty-four hours dead. I am perfectly aware I am liable to perform such duties at any other; but I never called upon, and that the higher class are never present if summoned, a small expense for non-attendance is enough; while others, no matter what excuse is made, are threatened with the strong arm of the law.

I cannot conceive the utility of calling a party of citizens to view the corpse of a Chinese who was crushed to death by a fall of earth, when parties present did not think it worth their attendance to have the party exorcised, when they might possibly have saved his life.

An enquiry through your paper will oblige.

AN ALMOST CONSTANT JURYMAN.

NOTICE.

Parties sending advertisements, are requested to write on the face of them, how often, or how long they wish them inserted. In all instances non-subscribers, will pay in advance. New advertisements, will be received, until 4 O'Clock on the evening previous to publication, viz. Tuesdays and Fridays.

The Friend of China is regularly filed in London, by Mr. P. L. Simmonds, Agent for the Colonial papers, British and Foreign Newspaper and all printing agency office, 15 Cornhill (opposite the Royal Exchange), who will receive any communications, orders and advertisements.

LATEST DATES.

Table with columns for location (LONDON, UNITED STATES, CALCUTTA, HONGKAY, SYDNEY) and dates for various months (Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec).

THE FRIEND OF CHINA, AND HONGKONG GAZETTE.

VICTORIA, SATURDAY, MAY 18TH 1844.

By the American ship *Lark*, fifty-six days from Luna, said to be the fastest passage on record at this season, we are informed that the notorious *Rosas* had captured Monte Video, committing the most horrid atrocities upon the inhabitants, who were supposed to be nautical to his cause. Before our next publication we shall endeavour to obtain particulars.

Our Canton correspondents complain bitterly of the remissness of government in not settling upon some plan for building on the ground leased from the Chinese. The inconveniences to which they are subjected for want of house-room is inconceivable, and the dilatoriness of government in permitting so much delay, cannot be too much reprehended. Unless on the supposition, that Sir Henry Pottinger was resolved to throw the drudgery of this undertaking upon his successor, we cannot account for this trifling with the health of the British community of China, which in any light appears cruel and perfectly inexcusable. In such a climate as Canton, good house accommodation is of the very greatest consequence, not only for the personal comfort of the inhabitant, but for their actual enjoyment of the first blessing in life—good health.

If among the numerous servants of the late government, no one was competent to design a suitable plan for laying out this piece of ground, or to superintend such buildings as might be required for the Consular establishment, surely among the military or mercantile inhabitants, some one could have been found who would gladly have rendered his friendly assistance gratuitously.

We trust His Excellency, so soon as he has fairly established the routine of his government, will give this important matter a share of his attention; sure we are, that by doing so he will confer a boon on his countrymen in Canton, which shall not be soon forgotten.

It is with some reluctance we feel compelled again to take notice of the irregularities of the Post Office; some excuse might possibly have been afforded Mr. Scates while the duties of his appointment were perfectly new to him if at times mails were not assorted so expeditiously as they ought to be. Now, however, he must be well acquainted with the details of the office, and the unaccountable irregularities are perfectly disgraceful to that functionary. To-day we hear of letters addressed to well known parties being delivered, although they arrived by the *Spitful*, considerably more than a week ago.

The *Maid of Athens* arrived on the morning of the 17th. Upon sending to the Post Office for letters, the answer was that the boxes would not be opened until the evening of that day, and the letters delivered the next (this) morning. There is a perversity and utter disregard of duty in this which it is difficult to reconcile with the character of any man perfectly sane or at all events in the slightest degree aware of the moral obligations of his office.

Is a matter worth the serious consideration of His Excellency, whether this Gentleman ought not to be suspended from duty until the

pleasure of the Post Master General is known. He is not under the immediate control of the Governor; but His Excellency has an undoubted right, if satisfied that he neglects the duties of his appointment, to dismiss him, and advise the approval of the home government. We have known this power exerted against a much more important personage than a Post Master, namely the Chief Justice of an extensive colony. Some measures must be adopted, not only for the protection of the mercantile interest, but also of Hongkong, but of all the British and other foreign residents in China, as nearly all their letters passing through the Post Office here.

Changes in the East are not confined to the government of Hongkong. Rear Admiral Sir Thomas Cochrane is now in command on the India station, and will leave immediately in his flag ship, the *Agincourt*. It is said that Sir Henry Pottinger will honour him, by taking a passage in the *Agincourt* so far as Bombay; this however we rather doubt; unless His Excellency has a peculiar penchant for sailing ships, or he thinks the Admiral's pleasant society, would wile away the tedium of a long passage down the China Sea against the monsoon, he would scarcely prefer the flag ship to a steamer, unless nominally at his command. Captain Chads, of the *Cambrian*, is a Commodore in command of the second class, and takes charge of this station; the *Castor*, Captain Grahame, relieving the *Cambrian* at Chusan.

It is very seldom we meddle with naval affairs, being so very ignorant of all that pertains to that noble profession. Even to our landsmanlike comprehension, however, it is evident that, this change may almost be looked upon as a merciful interposition of Providence in poor Jack's behalf. During the cool months of winter, people might laugh at the parades of blue jackets on the Cowloon shore, or the attempt to conquer a sailor's abhorrence of the goose step, drill, and the precision of the soldier. This was an undertaking worthy of a great and original genius; this blending of the two services in one; calling into existence a body of men equally familiar with the musket and the marlinpike, the topsail-yard or the manual exercise, could only have occurred in the mind of Sir Thomas Cochrane. Foolish meddling people did say that, the sailors would be better employed rowing guard in the harbour at night, for the protection of this town from the pirates, and handitt who infest it, than playing at Soldiers for the Admiral's amusement during the day. Ridiculous idea! Have we not a Police, a Police Magistrate, two Assistant Police Magistrates, an Assistant Chinese Police Magistrate, and Justices of the Peace unnumerable? If they could not protect the town from the Vandals, it surely deserved to be sacked. Sir Thomas went on drilling his tars at Cowloon; the good people of Victoria had every morning a fresh subject for conversation in the robberies of the previous night. We lived in a delightful state of excitement; every Godown was a citadel, every dwelling house a fort; hordes landed in the town unopposed; private houses were sacked, ladies were driven forth at midnight to seek protection from the outrages of the ruffians in possession of their home.

These trifling matters did not of course disturb the gallant Admiral's repose, the comfortable cabin of the *Agincourt*, guarded by twelve four hundred men, who cared he for pirates, citizens, or helpless women? Not a jot; Her Majesty's Ships were not commissioned to guard the colony from ignoble freebooters; they looked for higher game; the gallant war junks of the Celestials during hostilities, or the saucy clippers of their own country, who may seek to evade the custom regulations of the Emperor of China, in peace, were their proper prey. These were pleasant times for Sir Thomas; an Admiral afloat, a General ashore; from the ship to the camp, from the camp to the ship; alike at home in either; now drilling the awkward squad with all the energy of a drill sergeant, now shifting topmasts and topsail yards, time piece in hand, to prove it done in the required number of minutes. Happy days! Long will Victoria harbour be a bright spot in Sir Thomas's recollection.

So far well; these may be termed the Admiral's winter recreations; now summer is come with all its overpowering heat, and the nearly vertical sun of the tropics pours down its malign influence upon poor Jack's devoted head, who is still undergoing the fiery ordeal of goose step, or the awkward squad. Sir Thomas has sought a refuge in colder climes; but the hardy seamen are still broiled weekly on the sands of Cowloon. Ere the Admiral's return, those who have not found their way to the sick bay, or a certain old gentleman's locker, may be able to present arms, with as much grace, as the awkward squad of a militia regiment. The once familiar sounds of "tacks and sheets," "mainsail haul" &c. will have given way to the more dignified commands of "present arms," or "right shoulder forward;" and the shrill sound of the boatswain's call to the more sonorous drum and pipe. The grizzled quarter-master, who can remember the days of Nelson, Trafalgar, and pigtail, will think it all a dream; and the smart young topman, sighing over the recollection of love locks, handkerchiefs, *la gazelle* and flowing ducks, will blush to find himself cropped, stacked, and starched into an indifferent soldier.

Whether Captain Chads (the gallant first Lieutenant of the *Javel*) will follow up the mid-day summer drills, remains to be seen; for the

sake of the brave hearts who have so often served England well on their own element, we trust not. If he does so, we would suggest the propriety of an immediate application to the Admiralty for supernumeraries;—to keep Her Majesty's ships in an efficient state they could not arise much too soon. We may be in error—our judgments may be defective; but we would almost pledge our editorial word, that on board the *Castor*, when she is removed from the Admiral's immediate control, the soldiering will all be done by the marines, and Jack turn into his hammock without being disturbed with the nightmare of fiends marching and countermarching round his pillow, dressed in scarlet and white cross bolts;—the double shuffle, or the gay song of the evening will not be restrained by the sad thoughts of the morrow. China is certainly the country of contraries; a few months hence, should we hear from Chusan of Capt. Grahame's squadron of hussars, we would not be much astonished; but he has certainly a mind above the command of a company of foot.

It is a matter of some surprise and much disappointment, that although three of the four ports on the North-East Coast of China have now been opened for six months, and the inhabitants, in accordance with the supplementary treaty, at liberty to trade with this colony, still few or no buyers have found their way to this market. Some of those who were most sanguine in their expectations, entertain gloomy forebodings of the future prosperity of the colony; and could they realise the funds invested in building, would remove to Canton, which is still unquestionably the grand emporium of commerce in China. We do not view the future with the jaundiced eyes of disappointment, though we are bound to confess that, so far, as a commercial colony, Hongkong has proved a total failure. There is no possibility of obtaining correct returns of the sales of British goods, and the purchases of Chinese produce in this market; but we have the concurrent testimony of all the merchants, with whom we have had opportunities of conversing, that the amount is a mere trifle. We cannot close our eyes to the fact, that under judicious management, or officials meddling on the part of government; the trade, small as it now is, will become one of much importance. The plant, though young, is hardy, and must not be guarded like the tender exotic; leave it to the free blasts of heaven and it will grow like a young oak, fence it round with ordinances, regulations, and restrictions, and it is choked whilst yet a tender shoot. We had recently occasion to point out a few defects in the supplementary treaty it may be in the recollection of some of our readers, that according to the Chinese version, the 13th article provides, that *Chinese merchants purchasing goods at Hongkong must ship them on board Chinese vessels*. This was a fatal concession on the part of the British Plenipotentiary, and manifested a melancholy ignorance of international com mercantile treaties. Had he taken the trouble to refer to any of the numerous treaties made during the past twenty years, he would have found that the carrying trade was invariably open to both parties. How much this has militated against the prosperity of Hongkong cannot be known; that it has done so to some extent is undeniable. From the peculiar construction of Chinese vessels, they can only run along the coast with fair winds. A native merchant would feel reluctant to send so far as Hongkong to purchase piece goods, which would possibly not come to hand for months; by paying a trifle more, the same goods are procurable at Canton, and by inland navigation are transmitted expeditiously to their destination. Could the Chinese merchant ship in a British bottom, the advantage would not be lost to us. It may be said in opposition to this, that these vessels visit Singapore in large numbers, going and returning with the fair monsoons. This is admitted; but it must be borne in mind, that the cargoes purchased at Singapore, could not be obtained at Canton, at any rates at all approaching an equality, and that being principally rough bulky articles, such as Rattans, Rice, Sandalwood, Pepper, Cotton, Botolnut, &c., they could not afford to pay for inland transit, which would be as much as \$5 worth of Botolnut as \$100 value of Cotton goods. In all articles of India production, Singapore will possibly always have an advantage over Hongkong. From a more favorable position of that colony, she is a store house where the trade of the Indian Islands is collected for sale or barter. Here the trade will be of a different nature. Like Singapore, this is a free port, within a few days sail with a fair wind, of all the open ports on the coast of China. Once obtain the repeal of the obnoxious clause in the supplementary treaty, to which we have referred, and many wealthy and influential native merchants will locate themselves among us, purchasing largely of all European imports, such as Cotton goods, woollens, and metals; giving in return the products of the country. That they would employ British shipping cannot for a moment be doubted, when we consider the advantages of insurance, to which they are not blind, as well as the greater expedition with which goods can be carried to market and the returns made.

It has been known in town for some time, that a deputation, from thirty of the principal merchants at the north, had arrived, to enquire as to terms upon which they could settle among British hong, carry on, or sell, their goods. We regret we cannot inform ourselves as to the success of the mission. For the future prosperity of Hongkong it is one of vital importance; and rather than see them away disappointed, we would gladly hear that one fourth of the Island had been granted to them in perpetuity. Prejudiced, bigoted, and narrow minded as Sir Henry Pottinger is, in all that concerns commercial affairs, we cannot for a moment believe that he would be so obtuse as not to see the importance of granting this deputation liberally. When we consider, however, his peculiar views on these subjects, and the advisers he had around him (if he ever condescended to ask their opinion, which is very questionable) we cannot avoid expressing our deep regret that this deputation had not been delayed for two months. The matter is now past; but for the welfare of the colony, and his own future fame, we trust Sir Henry Pottinger has not disappointed these men, or permitted his subordinates to treat them with contumely. They would probably not understand the over refined nature of the terms, by which we will take them gradually pleased to grant lands to her faithful subjects, whose energies and capital, about converting a barren and desolate island into a flourishing colony. We are well satisfied that a seventy five years lease would not obtain much favor in the eyes of a Chinaman, who, a accustomed, from the absence of banks, stocks, or funds to invest all his funds in houses or landed property. Upon this subject Sir George Staunton observes, "It is well known that several of the merchants who trade with Europeans at Canton have considerable landed possessions, and that they esteem those possessions to be the most secure, if not the most important, portion of their property."

Besides this treaty, there have been other causes which so far have operated against the colony; we may mention, the climate;—the lawless nature of the inhabitants, and consequent dread on the part of strangers to visit the port; also the known reluctance on the part of the Chinese to make any change in their commercial arrangements. They had been accustomed to obtain all their supplies from Canton, had formed mercantile connections there, and will take time to disengage them from the old trade, and break the market, which bind them to this particular market. In addition to these causes, we may add the earnest desire of government still to confine the foreign trade as much as possible to the old port, partly from a jealousy of foreigners obtaining a footing in the country, and partly for the sake of the transit duties on the inland navigation. These are the drawbacks upon our prosperity; but the advantages are so numerous, that they will gradually fall away. A free port, unlimited supply of goods, just laws, and a liberal government, will bear down all opposition; and Hongkong, though a small colony, will yet become a great commercial mart.

EFFECTS OF DEMOCRACY IN IRELAND. Democracy has had a most baneful sway, especially for the last few years, in Ireland. A most ignorant and excited population, has been driven to the hustings by a few artful leaders on ambitious demagogues; thus rendering public representation a curse instead of a blessing, and endangering the constitutional equispe, so necessary for the preservation of a mixed or Monarchical Government. The conferring of the elective franchise, by the Irish Parliament, on the forty-shilling freeholders in Ireland, has been the fruitful source of many and dire ills. Every effort must be made to expunge from the register of voters all who are not most charily entitled to vote. Under the present state of things, they who are the enemies of the Union (and they may not be justly termed the enemies of Ireland) are enabled to sit in Parliament to obstruct all useful legislation; but to lend an active hand for the dismemberment of the Empire—the destruction of the Protestant Church—and the establishment of a Republican principles.

A continuance of the present agitation must inevitably result in an agrarian war to a contest between property and population—to a servile strife, which must end in general ruin and destruction. And yet what are the means proposed to arrest this terrible result, by the *Loyal Reform Association*?—A separation of Ireland from England; an "independent" Irish Parliament; an *universal suffrage*, i. e., "to every male adult 21 years of age, who has not been convicted of crime or afflicted with mental derangement;" "a *vote ballot*;" shortening the duration of Parliament to the expiration of electoral districts; "and the abolition of the absurd property qualification." This, together with what is termed "fifty years," which means converting the term into the life term; the abolition of any support for the Established Church, and the confederation of the property of the absentees, is the foundation of the political constitution proposed for Ireland. The *Loyal National Reform Association*, is enabled to reflect that men whose lives are made up especially those who have received a tinge of the advantages derived from civilisation and constitutional government—could be induced to tolerate the inoculation and dissemination of doctrines which are utterly incompatible with the extension of civil life, the rights of property, and the preservation of individual or of general freedom. It is necessary to destroy rattlepots, and to issue poisonous reptiles—to root out weeds from the field, and to purify the air from pestiferous vapours, much more necessary, it is to expiate national guilt, in self-defence, to remove those who corrupt a body and bid prey upon its virtue. The law of self-defence usually as applicable to a community as to an individual in the Government, permits its powers to be used by unqualified individuals, which quietly sanctioned by a ruling class of men in thousands for the purpose of saving his State and which allow the pestiferous and repeated inoculation of the m

reasonable and anarchical doctrines, that govern- ment has abdicated its functions, and deserves punishment. It is thus that nations have perished, and justly perished, since they had no longer the will or the power to uphold the bonds of civil life, maintain established order, and to protect private rights and public virtue.

Irish PARLIAMENTARY REPRESENTATION.—It was neither by population, trade, wealth, or intelligence, entitled by right to send one hundred members to the Imperial Legislature in 1801. Neither in England, Ireland, or Scotland, has any representation ever been the test of Parliamentary representation; and simple justice at the period of the Union would have proportioned the representation of Ireland in the Imperial Parliament in the same ratio as the population, namely, the proportion of fifteen parts for Great Britain, and two parts for Ireland. Thus, the most numerous of representatives that Ireland was entitled to at the time of the Union was seventy-four; in addition to which, twenty six more members were added.

How stands the proportion of Parliamentary representation now to the revenue contributed by Ireland? Taking the annual revenue of Great Britain as 100, that of Ireland, amounting to 12,470,000, would entitle it to send fifty-five members to the Imperial Legislature, as the same proportion of 558 representatives from Great Britain. The facts, therefore stand thus: At the period of the Union, Ireland obtained in the Imperial Legislature twenty-six representatives more than she ought in justice to have received; and in the present she has fifty representatives in the Imperial Parliament more than she is entitled by the same proportion to the Imperial revenue to send to it.

Scotland contributes more largely to the Imperial revenue than Ireland, and yet Scotland has but fifty-five, while Ireland has 105 representatives in the Imperial Legislature. It is alleged that Wales, with a population of 800,000, has 36,000 voters, while Cork county with 720,000 inhabitants has only 2,000 voters. But this proves, if true, that Wales is wealthier, and its property not so divided as in Ireland, and that the same franchise exists in Ireland as in Great Britain, and is not inequitable; and the only point to be regretted is that, in this regard, that the franchise is too low in Ireland; that persons left, all far removed above the condition of day-labourers are vested with a high political trust which are incapable of discharging, and who are unable, by their very position, to understand the great and complex questions which ought to decide an elector in the important choice of a representative.—Ireland free and after the Union.

SHIPPING.—The East India and China Association has furnished a comparative statement of the number and tonnage of British vessels enteredwards and cleared out for the East Indies, left the Cape of Good Hope, New South Wales, and the South Seas, from which we collect the following interesting particulars.—There were enteredwards in 1843, from Calcutta, in London, 61 ships, of 707,200 tons, and 3,930 men; Liverpool, 61 ships, of 21,495 tons, and 1,116 men; Bristol and Hull, 2 ships, of 971 tons and 56 men; Clyde, Leith, and other ports, 7 ships, of 2,675 tons and 130 men. In 1843, in London, 116 ships, of 75,709 tons, and 4,093 men; Liverpool, 87 ships, of 36,647 tons, and 1,690 men; Bristol and Hull, 4 ships, of 1,401 tons, and 63 men; Clyde, Leith, &c., 18 ships, of 2,900 tons, and 359 men; showing an increase upon the year 1843 of 31 ships, 22,225 tons, and 1,569 men. In 1843, from Madras, in London, 43 ships, of 7,072 tons, and 385 men; Liverpool, 23 ships, of 815 tons, and 26 men; in 1843, in London, 53 ships, of 2,239 tons, and 530 men; Liverpool, 1 ship, of 245 tons, and 12 men; showing an increase upon 1843 of 1 ship, 1,359 tons, and 111 men.—In 1842, from Bombay, in London, 34 ships, of 18,607 tons, and 963 men; Liverpool, 65 ships, of 37,430 tons, and 1,446 men; Bristol and Hull, 4 ships, of 697 tons, and 71 men; Clyde, Leith, &c., 4 ships, of 374 tons, and 80 men. In 1843, in London, 42 ships, of 1,057 tons, and 5,057 men; Liverpool, 41 ships, of 22,480 tons, and 1,163 men; Bristol and Hull, 2 ships, of 307 tons, and 20 men; Clyde, Leith, &c., 4 ships, of 511 tons, and 144 men; showing an increase upon 1843 of 17 ships, 8,418 tons, and 320 men.—In 1843, from China, in London, 55 ships, of 23,760 tons, and 2,996 men; Liverpool, 13 ships, of 5,135 tons, and 296 men; Bristol and Hull, 1 ship, of 493 tons, and 24 men; Clyde, Leith, &c., 11 ships, of 1,170 tons, and 58 men. In 1843, in London, 53 ships, of 31,021 tons, and 1,503 men; Liverpool, 63 ships, of 21,495 tons, and 1,116 men; Bristol and Hull, 2 ships, of 1,077 tons, and 58 men; Clyde, Leith, &c., 7 ships, of 2,675 tons, and 130 men; showing an increase upon 1843, of 10 ships, of 6,284 tons, and 213 men.—In 1842, from the Cape and parts to the eastward not already enumerated, in London, 260 ships, of 77,840 tons, and 3,610 men; Liverpool, 45 ships, of 12,488 tons, and 580 men; Bristol and Hull, 3 ships, of 718 tons, and 37 men; Clyde, Leith, &c., 13 ships, of 3,608 tons, and 172 men. In 1843, in London, 270 ships, of 84,780 tons, and 4,178 men; Liverpool, 33 ships, of 8,779 tons, and 307 men; Bristol and Hull, 3 ships, of 1,432 tons, and 71 men; Clyde, Leith, &c., 13 ships, of 3,156 tons, and 156 men; showing an increase upon 1843 of 16 ships, but an increase of 1,843 tons, and 82 men; giving a total increase of 1843 of 31 ships, 22,225 tons, and 1,569 men. There have been entered outwards in 1842, for Calcutta, in London, 76 ships, of 45,210 tons, and 2,439 men; Liverpool, 58 ships, of 23,957 tons, and 1,116 men; Bristol and Hull, 3 ships, of 1,312 tons, and 63 men; Clyde, Leith, &c., 27 ships, of 12,289 tons, and 580 men. In 1843, in London, 60 ships, of 32,500 tons, and 1,569 men; Liverpool, 79 ships, of 37,430 tons, and 1,771 men; Bristol and Hull, 3 ships, of 1,401 tons, and 63 men; Clyde, Leith, &c., 18 ships, of 2,900 tons, and 359 men; showing an increase of 5 ships, a decrease of 8,771 tons, and an increase of 45 men.—In 1843, for Bombay, in London, 22 ships, of 13,073 tons, and 693 men; Liverpool, 31 ships, of 14,173 tons, and 820 men; Bristol and Hull, 2 ships, of 971 tons, and 56 men; Clyde, Leith, &c., 10 ships, of 3,888 tons, and 194 men.

112 men; showing an increase upon 1843 of 3 ships, but a decrease of 2,970 tons, and 189 men. In 1842, from Bombay, in London, 40 ships, of 30,295 tons, and 1,921 men; Liverpool, 40 ships, of 28,478 tons, and 1,107 men; Bristol and Hull, 3 ships, of 1,287 tons, and 50 men; Clyde, Leith, &c., 27 ships, of 13,626 tons, and 692 men. In 1843, in London, 34 ships, of 17,905 tons, and 854 men; Liverpool, 53 ships, of 27,033 tons, and 1,104 men; Bristol and Hull, 1 ship, of 329 tons, and 20 men; Clyde, Leith, &c., 23 ships, of 10,746 tons, and 532 men; showing a decrease upon 1843 of 13 ships, of 17,700 tons, and 423 men.—In 1842, from China, in London, 32 ships, of 15,524 tons, and 794 men; Liverpool, 34 ships, of 14,008 tons, and 657 men; Clyde, Leith, &c., 3 ships, of 1,283 tons, and 61 men. In 1843, in London, 30 ships, of 14,751 tons, and 757 men; Liverpool, 36 ships, of 14,770 tons, and 740 men; Clyde, Leith, &c., 10 ships, of 4,810 tons, and 341 men; showing an increase upon 1842 of 7 ships, of 3,220 tons, and 220 men.—In 1842, to the Cape and other parts to the eastward not already enumerated, and 275 ships, of 33,237 tons, and 5,282 men; Liverpool, 31, 21,778 tons, and 1,093 men; Bristol and Hull, 3 ships, of 1,102 tons, and 54 men; Clyde, Leith, &c., 30 ships, of 2,372 tons, and 1,350 men. In 1843, in London, 256 ships, of 85,302 tons, and 4,592 men; Liverpool, 87 ships, of 27,980 tons, and 1,472 men; Bristol and Hull, 8 ships, of 2,456 tons, and 104 men; Clyde, Leith, &c., 27, 176 tons, and 1,300 men; showing an increase upon 1842 of 4 ships, but a decrease of 1,274 tons and 300 men; giving a total increase upon 1843 of 6 ships, but a decrease of 12,053 tons and 1,527 men. The principal falling off has been in the trade with Bombay, Mauritius, and New South Wales. The decrease has been in the number of ships entered inwards in Liverpool, outwards in London.

SHIPPING INTELLIGENCE.

ARRIVED.
May 15.—Ariel, Macfarlane, from West Coast
15.—Magnolia, Johnson, from Chusan
16.—Andrag, Yvon, from Macao
16.—Old England, Blund, from Liverpool
16.—Dhur, Cumberland, from Singapore and Macao, with sundries. Passenger, Mr. Watts.
17.—Maid of Athens, Hews from Bombay, with opium and cotton. Passenger, F. M. Grogby, Esq. Consul for Canton
17.—Hope, Crawford, Macao.

SALLED.
May 16.—Cacique, Eldred, for Sandwiche Islands
16.—Kelpie, Sims, for Macao.

UNDER DESPATCH.
Christina for Amoy and Chusan shortly
Countess of Durham for Whampoa shortly.

The Old England experienced a tremendous hurricane on the 17th January, in lat. 16° 42' S., long. 27° E. Obligated to put into Batavia for repairs, left 20th March.

VESSELS IN VICTORIA HARBOUR.

Eagle (And) 335, Sherman, Russell & Co.
Voyage Queen, 85, Hart, Fletcher, Larkins & Co.
Starling, Adamson, C. W. Borda.
Westminster, 610, Michie, Jardine, Matheson & Co.
Countess of Durham, 290, Spittal, McVean, & Co.
Christina, 351, Primrose, Dent & Co.
Black Dog, 149, Lloyd, Gibb, Livingstone & Co.
Anna, 109, Lewis, Fletcher, Larkins & Co.
Hartlequin, Oliver, Jardine, Matheson & Co.
Petrol, Gibbous, Dent & Co.
Ariel, Macfarlane, Jardine, Matheson & Co.
Florist, 530, Huggins, Jardine, Matheson & Co.
Thomas Crisp 173, Metcalfe, N. Duus.
Alexander Baring, 609, Hale, Russell & Co.
Grecian, 578, Whitt, Lindsay & De.
Magnolia, 232, Johnson, Gemmell & Co.
Andrag, 208, Yvon, Jardine, Matheson & Co.
Old England, 500, Blund, MacVean & Co.
Dhur, 300, Cumberland, Lindsay & Co.
Maid of Athens, 217, Hews, Dent & Co.
Hope, 480 Crawford, Jardine, Matheson & Co.
HER MAJESTY'S SHIPS.
Agincourt, 72, Rear Admiral Sir Thomas Cochrane, K. C. B. Captain Bruce.
Minden, 72, Captain Quin.—Hospital Ship.
Caster, Captain Graham
H. C. Sir, Procurement, Com. Hoogh, R. N.
H.M.S. Sir, Spiefler, Commander Maitland
U.S.S. Brandywine, Commodore Parker
BRITISH SHIPPING AT WHAMPOA.
Ormens (Dan), 200, Franklyn, W. H. Franklyn
Mischief, 191, Connov, Fax, Rawson & Co.
Wm. Hyde, 533, Stewart, Benjamin Scare.
Victoria, Flyer, Nacado.
Chessa, 532, Roby, Turner & Co.
E. Boatyard, 483, Arnold, W. & T. Gemmell & Co.
Pandora, 287, Cothly, Holliday, Wise & Co.
Palmyra, 400, Campbell, Jardine, Matheson & Co.
Thomas Lowry, 409, Graham, Fox Rawson & Co.
Edward Robinson, Doig, Russell & Co.
Siltan, Moore
James Mitchell, McClintock
Urgent, Goodwin, Turner & Co.
Maudslayi, 217, Phillips, D. Burjorjes
Seacrest, 243, Mann, R. J. Gillman

BRITISH VESSELS AT MACAO.

Linnit 100, John Smith
Corsair, Fraser, Rustomjee & Co.
Sped Khan, Roper, Hudson
Ardesoo, 420, McIntyre, MacVean & Co.
Regina, 276, Quinton, Dent & Co.
Emma, 90, Dawson, P. Marwarjee & Co.
Sir H. Compton, 346, Boulton, ditto
Royal Exchange, 155, Hubertson, D. & M. Rustomjee & Co.
PARTICULARS.
H.M.F. Tia, Du Valle
Angelica, Sanchez, A. J. de Miranda,
Genoveva, Lanca, P. J. S. Loureiro
Ossa Marica, Rivolt
Amizade, Lima, J. V. Jorge
Favonius,
H. B. Adams, 33 gram, Capt. Cecille
H. B. Adams, 33 gram, Capt. Duplan.
H. B. Adams, 33 gram, Capt. Duplan.
H. B. Adams, 33 gram, Capt. Duplan.

SWEDISH.
Hindoo, Gransberg, Russel & Co.

DUTCH.
Vrieden, Sikkema, Reynvan & Co.

CAUTION TO MARINERS.—CAPE AGULHAS.

In Capt. Murray's New Code of Signals (late edition), amongst the Light Houses enumerated by him existing in "various parts of the world," is mentioned one, as being already placed on Cape Agulhas, and which he has numbered 1243. As such a Light House is not yet in existence, although it was contemplated some years ago to erect one on that promontory, and liberal subscriptions were then entered into by benevolent individuals in this Colony and elsewhere for the purpose, it is highly necessary that a widely disseminated knowledge of the non-existence of this Light should be given to the world, in order that commanders of vessels intending to strike in with the coast on their voyage home from the Eastward, may not make too free with it, in the expectation of finding a light, to warn and guide them round that deceitful and dangerous point.—The Cape of Good Hope Shipping and Mercantile Gazette.

LOSS OF THE BARQUE "ESTREPIE"—Captain STUART, Commander of the late Barque Estrepie, has favoured us with the following account of the loss of this vessel.

"If you think this worthy of a place in your paper, you will oblige by inserting the following particulars respecting the loss of the Barque Estrepie. She left the Sand Heads on the 6th January, 1844 for Liverpool, and crossed the Equator on the 13th of the same month, in 82° 45' East longitude. The wind then began to travel round to North and Westward, with fresh weather and rain, and a heavy swell setting in from the South West. From latitude 60 South to 14 S., we had very bad weather with a high cross sea. On the 28th, it blew a hurricane: we brought the ship to under a close reefed main top sail, and main try sail, and sent round top gallant royal yards—barometer 29.40, the wind varying from North to West North West, with heavy squalls of thunder and lightning, the sea in a most disturbed state; that we could not play the pumps; much water, that we could not play the pumps; the work being partly gone on both sides, the sea made a complete breach over the decks, washing the people from the pump, which now could not be left. At 8 A.M. on the 29th, less wind but more sea if possible; made sail to keep her steady, she was labouring to such a degree I expected every minute to see the masts go overboard. On the 31st, the weather was fair, but the leak increasing I ordered cargo to be thrown overboard, which we continued all the day; three of my crew sick, and the rest much fatigued. I plainly saw that we could not keep her up much longer, I therefore thought it prudent to turn back and make for the nearest land in latitude 17° 10' South, and the next morning we saw a ship and at noon sent the chief mate on board to ask for assistance; she proved to be the Phosphorus, from Liverpool bound to Bombay. Captain Bell kindly came on board with the half of his crew and insisted to remain by the ship to the nearest port; his crew kept at the pumps, whilst ours sent up the top gallant yards and set the sails. At night they went on board, it being then calm; at 2 A.M., it began to blow from the northward and the water gained on the pumps fast; at 7 P.M., left her with the water up to the lower deck beams, expecting in a very short time she would go down; the Jute kept her up, having on board four hundred bales, until next morning we sent the boat on board to get some more provision, the water then being up to her deck; at 2 o'clock the unfortunate ship went down head foremost, distance about 2 miles, latitude 17° 18' South, longitude 83° 34' East, on the 3d February.

FOR CHUSAN, NINGPO, AND SHANGHAI.
THE schooner THOMAS CRISP, Captain J. M. Metcalfe, will leave for the above port about the 1st proximo. For freight or passage apply to N. DUUS, here, or to Messrs. FEARON & SON, Macao. Victoria, May 16, 1844.

FOR FREIGHT OR CHARTER TO EAST COAST (OR ELSEWHERE).
THE fast-sailing brig, MAGNOLIA, Captain Johnson, 232 tons, twelve years A. I. Apply to W. & T. GEMMELL & CO. Victoria, 17th May, 1844.

FOR CHUSAN & SHANGHAI.
THE clipper brig EAGLE, Captain Shearman, having part of her cargo engaged and going on board, will be despatched for the above ports in a few days. For balance of freight or passage apply to BUSH, HALSTED & CO. Victoria, May 18th, 1844.

WANTED—Army or Navy Bills on England. Apply to PHILLIPS, MOORE & CO. 18 Queen's Road.

THE following are the sole AGENTS for receiving Subscriptions to the FRIEND OF CHINA and HONGKONG GAZETTE.
BATAVIA: A. Von Schrepenberg Esq.
SINGAPORE: R. Little Esq.
CALCUTTA: Messrs. T. Hyde Gardiner & Co.
LONDON: Messrs. Woodward & Castle, Newgate Street.

From the 1st January, 1844, The Friend of China and Hongkong Gazette, will be published every Wednesday and Saturday. Price Twelve Dollars per annum payable in advance. Victoria, 21st December, 1843.

COMMERCIAL INN AND READING ROOM.

FOR the convenience of Passengers, Captains, and the Public, This Inn and Public Reading Room is now completed, and will be conducted in a quiet, man. nec. calculated to give satisfaction, and as nearly as possible at English Prices.—P. S. The Reading Room will be supplied with early intelligence from all parts of the globe also all the local Publications. 23-7 No charge to the Reading Room.—Wines, Spirits, Porter, and Ales, of the best quality. J. MACLEHOSE, Queen's Road, Opposite M. Newson's.

COOLING TUBS.
THE want of ice in Hongkong is a universal complaint. Mr. Wauling, No. 9, Queen's Road, opposite Messrs. Bush & Miller's, by the newly invented Cooling Tubs, supplies a substitute which only requires trial to be duly appreciated.

MEWEN & Co. have lately received a superior assortment of Ladies' Dresses, &c. &c., now on sale at their General Sale Room, Oswald's Row, consisting of Broad Robes, Dito Tucked ditto Coloured Broad ditto Snow White ditto Tape Check Book Muslin Swiss ditto Baby's Robes Collars, Capes, &c., &c. Also, A fresh assortment of Oilman's Stores, prices moderate. Victoria, 17th April, 1844.

FOR SALE.—From 16 to 30 oz. Sheathing Copper, and Nails, Bolts, Rings, Butt Bolts and Spikes. Also, Canvas, from No. 1 to 6. Apply at the Godowns of W. & T. GEMMELL & CO. Victoria, 17th May, 1844.

FOR SALE.—Pale and Brown Sherry E. I. Madeira. Black (Graefenberg) Claret Champagne, and Cognac Brandy. Apply at the Godowns of W. & T. GEMMELL & CO. Victoria, 17th May, 1844.

MANILA CIGARS.
Superior Havana ditto Manila Rope of all sizes Navy and Pilot Band in pieces, for sale by BUSH, HALSTED & CO. Victoria, May 19, 1844.

FOR SALE.
MEDHURST'S Chinese and English Dictionary, Price 41 0
Dialect 10 0
Medhurst's Comparative Vocabulary of the Chinese, Korean, and Japanese Languages 2 0
Medhurst's Dictionary of the Favoring Dialect of the Formosan Language 2 0
Medhurst's Chinese, its Slang & Prospects Notices on Chinese Grammar, by Philo-Sonensis 1 60
Collie's Translation of the Four Books 2 0
Premara's Noutin Linguas Simice 2 0
Rambol's of the Emperor Ching-Tih, a Chinese tale, translated by Tsin-Shen, of the Anglo-Chinese College, Macao 5 0
Apply to the Rev. Dr. Legge, No. 1, Wellington Terrace, May 17, 1844.

PUBLIC AUCTION.
THIS DAY will be disposed of to the highest bidder, to close consignments, a quantity of superior Champagne, in baskets, Brandy, Fruits, French Liqueurs, &c.

Also, Two Splendid Trotting Buggies, with Harness complete. Sale will commence at noon precisely at the Sale Room of P. TOWNSEND. Terms—Cash on delivery, Victoria, 18th May, 1844.

PUBLIC AUCTION.
THE attention of the Public is called to the extensive sale of Cut Glass Ware and Perfumery, on Wednesday next, at the Sale Rooms of P. TOWNSEND.

TO be Sold by Public Auction, in a Godown on the premises of Messrs. Fletcher, Larkins & Co., on a day hereafter to be mentioned. The remainder of sundry invoices of Calcutta made Furniture, having been consigned to the late Firm of Elworthy and Dyer, consisting of Mahogany Pier Tables Marble Top Tempoy Marble Chess Table Chessmen with Marble Tops Louis XIV. Groceries Couches Settee Couches Cleopatra Couches Tete a Tete Couches Spring Couches Sofa Tables, Marble Tops Ladies' Easy Chairs and Music Stools, and Dressing Tables.

Also several handsome Hanging and Table Lamps, &c. &c. The above may be seen between this and day of sale, by applying to Comptroller at Fletcher, Larkins, & Co's. Victoria, 18th May, 1844.

THE NEW WORK ON CHINA.

A Work, which we have before advertised, "by Lieut. John Ouchterlony, F.G.S., of the Madras Engineers, late acting engineer at Hongkong, "has just appeared and deserves a particular notice. It is a comprehensive and accurate account of the operations of the British Force, and of all the events of the war, from the commencement to the treaty of Nankin, with an introductory precis Historique on the causes which brought about this most memorable and important event in the annals of the British Empire, and the work is embellished with numerous illustrations of towns, fights, and objects of interest, and of the military operations and positions. It is a most valuable volume, the perusal of which will be found to repay amply the time devoted to its careful examination. Speaking from the hasty reading which we have as yet had the opportunity of giving to it, we should say that it is a correct and most impartial account of the policy adopted by H. M. Plenipotentiaries and of the generalship displayed by the Commanders-in-Chief throughout the progress of the war. We cannot sufficiently applaud the industry and sound judgment with which the author has referred to the proceedings of that humane and indefatigable, but perhaps over-careful man, Capt. Elliot, which gave rise to so much animadversion, when the eagerness of the British community that a decisive blow should be struck against the exclusive and arbitrary policy of the Chinese, caused the exact position of the Plenipotentiaries, with very limited means, to be placed upon the Chinese and our soldiers at different points as ordered by the latter, are given, and humorously described. There is an account, for instance, of a bazaar established by our soldiers at Shang-hai, for the sale to the Chinese labourer, before the evacuation of that town, of the plunder which could not be removed, graphic and diverting in the extreme: the illustration of this curious scene is very appropriate. The repulse of the eight attack of the Tartars at Ningpo is told in a stirring and spirited manner; and the heroic havoc caused by Capt. Moore's howitzer in the narrow street of the suburbs is well exhibited by a nicely executed drawing. The celebrated affair at the Joss-ho, near Chappoo, also derives additional interest from the correct and fluent style of its narration, and from the illustration given of it by the ready pencil of the author. We have not space for a more lengthened notice of this valuable and well-timed publication, the merit of which is here but feebly shown; but there is much to interest the mercantile reader in the course of the narrative, and we cannot but express our admiration of the varied knowledge displayed by Mr. Ouchterlony in the presentation of so much information in so compact a form, and in so fluent and popular a manner. His work leaves at an immeasurable distance behind it all previous narratives which have appeared in England on this deeply interesting subject. Our Prospect recapitulates the principal occurrences since the treaty.

SCIENCE.

The Chronicle says, "Our Indian correspondent, O. P. Q., has sent us the following extract from a letter written by Sir H. Pottinger, to a friend in Bombay. Independent of Sir Henry's high character for talent and uprightnes, no officer of the empire is better qualified, from experience and long residence, to give a conclusive judgment on the affairs of Scinde. The following is Sir Henry's letter:—"Your letter brought our happy and merry days in Scinde vividly to my mind, and I lamented, on reading it, if it possible more deeply than I had done over the 'fallen estate' of my old friends the Amers, whose case I have all along said, and ever shall say, under all circumstances, and in all society and places where I may hear it alluded to, is the most unparalelled and disgraceful that has ever stamped the annals of our Empire in India. No explanation or reasoning can, in my opinion, remove the foul stain it has left on our good faith and honour; and as I know more than any other man living of previous events and measures connected with that devoted country, I feel that I have a full right to exercise my judgment and express my sentiment on the subjects. I was in hopes that some independent voice would have been raised in England, against the interference and speculation that had taken place, but the intelligence by the last mail—that of July—bids for no such prospect, and all that I can now hope is, that the author of all this cruelty and misery may meet with his deserts hereafter. I shall only add, that I shall esteem it a favour, if you will let my opinion be known wherever you hear the affair mentioned, and that you cannot use too strong language in expressing my disgust and sorrow on the occasion."

TO THE EDITOR OF THE SUN.

Sir, I have just read a letter, published in the Morning Chronicle, and said to be written by Sir H. Pottinger upon the events in Scinde. With you, Sir, I hold this letter to be a forgery. — Amateurs one—put forth to abuse the public mind previous to the expected debates in Parliament on Scindian affairs, which must take place before Sir H. Pottinger, which must take place attributed to him. I add this reason also to the one you have advanced, in disproof of the authenticity.—Sir H. Pottinger, in his travels, speaks of the Amers government as one whose extortion, ignorance, and tyranny, was possibly equalled in the world.

But whether the letter published be, or be not, a forgery, it most insolently proclaims a falsehood.

W. A. ALDER, Major-General.

Guernsey, Jan. 13, 1844.

SIR,—Circumstances over which I had no control have prevented me from seeing or noticing sooner the correspondence and remarks arising out of a letter said to be written by Sir H. Pottinger, and published in the Morning Chronicle of the 8th inst. The last mail brought me two letters from Sir Henry, but there is nothing either in them or my former letters, which enables me to deny or admit the authenticity of the letter so published, as they make no allusion to it whatever. I must be permitted to add, with reference to one letter published by you, that any one who can imagine that, under any circumstances, Sir H. Pottinger could proclaim a falsehood, proclaims himself utterly ignorant of the truth, honour, and integrity of my brother, and has, in consequence, imagined that which must prove a disservice to our country, and which must prove a disservice to our country. I have the honour to remain your most obedient servant.

WILLIAM POTTINGER, Major, 6th Royal Regiment, Stockport barracks, Cheshire, Jan. 25, 1844.

NAVAL AND MILITARY.

SIR J. H. Whistled has been formally appointed Admiral of the Fleet, in the room of Sir C. E. Nugent, deceased.—Vice-Adm. Sir J. C. White has been appointed Commander-in-Chief at the North; Cap. W. F. Martin, son of Admiral Sir B. Martin, being the flag Captain.—Adm. Sir Baldwin Walker is dismissed from the Ottoman navy, owing to the resentment of the Captain Pacha, whose infamous conduct, while cruising in the Archipelago, roused the indignation of our gallant countryman. Capt Sir T. Bourchier, denies that he is the author of a published letter on the distribution of the medal for service in China.—Lieut. F. W. Horton, has been promoted to the rank of commander, for his gallant conduct in the boats of H. M. S. Dido against pirates on the coast of Borneo.

The new naval regulations make the following alterations.—Captains.—The pay of Captains serving afloat formerly was according to six grades or classes. By the new regulations they are reduced to four grades; the pay of the largest rate being less and the lowest more, viz., captains commanding first-rates (not being flag-ships) formerly received £3,744 per annum; they are now given £3,120, being the highest pay now given. Captains commanding sixth rates formerly received 30L per month; they are now to receive 30L 13s 8d, the lowest class of pay to captains serving afloat. Commissioned officers.—All officers are now to be appointed by commissioners, including masters, surgeons, pursers, mates, and assistant-masters. Warrant officers.—The only warrant officers in the navy will be gunners, boatswains, carpenters, and engineers.—Pursers.—The designation of pursers in future to be "pursers and paymasters." First Class Volunteers.—Volunteers of the first class are in future to be known as "naval cadets."—Globe. The Albion, 50, Capt. N. Lockyer, has relieved the Caledonia, 120, at Cork; the latter has arrived at Plymouth. The Larne, 18, Com. J. W. D. Brisbane is at Cork. The Duchess, freight-ship, has sailed for Bombay; the Helena, 19, Com. Sir C. Skeels, for Jamaica; the Vestal, 20, Com. Sir C. Skeels, for New York; and the Satellite, 18, Com. Rowley, for the Brazils. The Corcoran, 19, Lt. Sprigg, has arrived from Rio. The Iris, 20, Capt. G. R. Mundy, is ordered from Cork to Hongkong.

PROMOTIONS.

Com.—D. Shilton, to the retired list, F. V. Horton. Lieut.—C. G. Glavin, Hon. P. F. Fellow, Hon. F. Curzon. Masters.—H. Dormer. Surg.—J. Douglas.

The Adjutancy of the Blues is now vacant, Lieut. Murno having been superseded by "the Duke" for continued absence without leave. It may be inferred from this that Lieut. Murno has no intention of undergoing the chances of a trial for desertion. Col. Fawcett his brother-in-law. It is most likely he will enter the Indian Army. Capt. John Howard Kyan, of the East India Company's service, was lately found dead in a wretched abode near Lissoo-grove. He had a pension from the Company, and 12,000L was due him by the late firm of Alexander & Co. Calcutta. Mr. W. Hollis, formerly of the 30th Madras N. I., has submitted his case to the consideration of the proprietors of India Stock, in the hope that it may be brought before a quarterly meeting at the India House. He was dismissed the service by sentence of a court-martial held at Bombay in June, 1840, under a warrant from Sir T. McMahon, which, in the opinion of Major-General Kennedy, formerly Judge Advocate-General, was illegal. Sir Thomas being Commander-in-Chief at Bombay, and the accused an officer of the Madras Presidency. Mr. Hollis has appended a testimonial from some officer to the President of the India Board, in which he says that "through the occurrence for which Mr. Hollis was dismissed was no doubt a serious violation of military discipline, he never heard of an officer being subjected to such oppression, and such a system of irritation purposely kept up, apparently by a commanding officer and others under his influence, as calculated to drive a man to commit suicide."

The Globe says, that a discovery has been made of a combination of chemical substances so subtle, and yet, when brought into action, so immense in their explosive results, as to bid defiance to resistance by opposing substances, however powerful; while the period of the explosion can be so nicely regulated, as to enable those who employ them to calculate with precision the time when the explosion shall take place. The form of this transparent missile is globular, the size of a pea, and is intended for use in the case of a rebellion. It may be propelled from a cannon, or a bomb, and may be thrown with the same precision as common balls or shells.

The letter, from which was extracted the other day, concerning the opium trade is worth an additional notice on account of the observations which the writer makes on tea. It is the more entitled to consideration, as it is not only a communication of the editor of a weekly journal, but is addressed to Sir Robert Peel, and is evidently written by one who has paid the subject under his consideration a great deal of attention, in order that he may lay down some correct principles. The writer, reviewing the statistics of tea, and comparing the consumption of that article with the census of the population, sees down the number of consumers at 15,000,000, and that the quantity consumed is 35,000,000 lbs. annum. This is little more than 2 1/2 lb. per individual; but the persons who take the beverage twice a day are found to consume an average of 5 lb. per individual.

The writer makes the following statement, to reconcile the apparent discrepancy:— People who can afford to pay 400 pr. Ct. for opium, consume at the rate of 1 lb. per year each, 30,000,000 5,000,000 at 50 lb. per year each. People who cannot afford to pay what to them amounts to nearly a prohibitory duty 5,000,000 1 lb. per year each

The present annual consumption 35,000,000 By this it would seem that the main consumers are the opium and that the poorer classes, notwithstanding their prohibition for tea, consume but little. This is attributed to the heavy duty levied upon it, and the writer now gives a table on the supposition of a duty of 1s. per pound net weight, and all the duties at 6 lb. per annum, 30,000,000 10,000,000 of consumers, at 3 1/2 lb. 65,000,000

Customs duty on 35,000,000 lb. at 2 1/2 d. 23,898,125 Customs duty on 65,000,000 lb. at 1s. 3,250,000 To which must be added, increase of duty on opium, at the rate say 1 1/2 lb. per year each, 10,000

Showing an apparent deficiency to the revenue of some thing under half a million sterling. This he meets by an argument for retaining the present duties, but he says, as great an advantage held out by a reduction, that the validity of the reasons on the other side is only apparent. Immense shipments are now on their way to India, on account of the opening of the new ports, and the question is how they are to be paid for by our new customers? Dollars they will not pay, and tea is the only article in which a return can be obtained for merchandise. The manufacturer, finding himself in possession of an article which he has taken at a disadvantage, and being unable, on account of the high duty, to get rid of more than a limited quantity of it, is obliged to stop the production of it, and all the duties, on account of a violation of consumption are the result. To prevent this mischief the writer proposes a most liberal reduction of duty, to extend the home consumption, and thus encourage our manufacturing, which will increase the revenue from many indirect sources, which in his opinion, more than compensate the deficiency in that derived directly from the single article of tea.—Lancet, 21st Feb. 1844.

The reduction of the duty on tea, as proposed by the writer in India, whose remarks were quoted some days ago, has attracted the attention of several parties who are well acquainted with the subject, and who think that the project is questionable one, provided it is attended by a corresponding reduction in the duty on foreign sugar. However, before proceeding to the observations which have been made by the writer, it is necessary to correct an inaccuracy which crept into the Indian letter, or rather to go over the statement again. Assuming the consumption of tea to be at present 35,000,000 lbs., and that a reduction of the duty to 2s. 2d. to 1s. would increase the quantity to 65,000,000 lbs., we have the figure 3,228,125, to express the present annual amount of duty, and 3,250,000, for that which would be received after the proposed alteration. Deducting the former from the latter, the difference, or revenue derived from tea alone is shown to be 578,125. Against this is to be set off the additional revenue derived from an increase of the duty on sugar, which it is considered will be estimated for every pound of tea. According to this supposition, the consumption of 30,000,000 lbs. extra of tea would bring with it that of 45,000,000 extra of sugar at the rate of 40L 784 cwt., or 505,260L. The decrease is thus reduced to 71,865L, and not nearly to half a million, as the Indian writer has so erroneously stated. The amount of revenue from sugar at 10,000L. However, the difference between him and those who have commented on his remarks is merely one of figures, and the results which they have drawn out is in favour of his view, and not of the writer's, as set down by himself. He contended that the decrease might be made good by indirect sources, but the attempt is now made to show that sugar alone, properly managed, would supply all that is required to pay for the extra tea, and that it comes from our own colonies, and therefore if we mean to accompany the proposed increase in the consumption of tea by a corresponding consumption of sugar, we must look for it elsewhere. The proposition is this.—Let the duty on foreign sugar be reduced to 30s. and 5 per cent. This would yield on the additional 30,000,000 lbs. as much as 628,225L, which is more than enough to make good the decrease occasioned by the reduction of the duty on tea.—Lancet, Times, Nov. 11th, 1843.

CANTON PRICES CURRENT.

15th May, 1844.

Table with columns for Imports, Canton Prices Current, and Exports. Includes items like Opium, Tea, and various goods with their respective prices and quantities.

Table listing various goods such as Lead Pig, Gunpowder, and Opium, with their prices in different units.

Table listing goods like Rice, Sugar, and various oils, with their prices and quantities.

Table listing goods like Woollens, Spanish Silks, and Long Eells, with their prices and quantities.

Table listing goods like Alum, Amineed, Camphor, and Cassia, with their prices and quantities.

Table listing goods like China Ropes, Galangal, Musk, and Rhubarb, with their prices and quantities.

EXPORTS.—ON BOARD.

Table listing goods like Spanish Silks, Tashlee, and Tyanuss, with their prices and quantities.

EXPORT OF TEAS TO DATE.

Table listing goods like Green, Black, and Imperial teas, with their prices and quantities.

CANTON PRICES CURRENT.

15th May, 1844.

Table listing goods like Amber, Bielel, and various oils, with their prices and quantities.

IMPORTS.—DUTY PAID.

Table listing goods like Amber, Bielel, and various oils, with their prices and quantities.

PRICES OF BULLION.

Table listing goods like Spanish Dollars, Ferdinand, and Republican ditto, with their prices and quantities.

EXCHANGE.

Table listing goods like Bills on London, H.M. Plenipotentiary on the Bengal Govt., and Court of Directors, with their prices and quantities.

FREIGHTS.

Table listing goods like To London or Liverpool, To Out-ports, and various freight rates, with their prices and quantities.