

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 A O'Clock on the evenings 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 relating agency office, 18 Cornhill (opposite the Royal Exchange), who will receive any communications, orders and advertisements.

LATEST DATES.

ENGLAND	May 6	SINGAPORE	May 10
UNITED STATES	May 10	YOKOHAMA	May 10
CANTON	April 14	MANILA	May 10
BOMBAY	April 12	COBLENZ	May 19
SUNWAY	Jan. 6	SINGAPORE	May 10
		AMOI	"

THE FRIEND OF CHINA, AND HONGKONG GAZETTE.

VICTORIA, WEDNESDAY, JUNE 23RD 1841.

A northern desperate, but unsuccessful attack, was made on the Godowns of Messrs. Jamieson, How & Co., on Monday evening. One of the robbers was shot dead, and several severely wounded. We regret to say that a policeman was dangerously wounded. The particulars will be given in our next issue.

The Belgic brig *Charles*, Laet, Hoed, commander, was lost on the coast of Borneo on the 17th of February. The brig unfortunately grounded near the mouth of the river Cot, on the 17th February, the very evening that the *Yonge* and *Anna* succeeded in fighting their way out of the river, and when they could not have been many miles off. Immediately after stranding, the *Charles* was attacked by a party of natives, who boarded and crew were compelled to take to their boats and leave their vessel in the hands of the pirates. They succeeded in reaching Macassar on the 23rd February, where they were hospitably received.

United States papers announce the death of a girl of twenty, in London, of Miss Ann H. Everett, eldest daughter of the Hon. Edward Everett, Minister Plenipotentiary of the United States to the Court of St. James.

We are compelled to defer until another publication much matter already in type, as from the material drawn up for the overland by the *Driver* to-morrow, our columns are more than usually filled with original matter. We cannot however permit this opportunity to pass without expressing our humble but sincere approval of the Ordinance for the suppression of gambling which appears in the Government Gazette of yesterday. We would not say an unkind word unnecessarily, but this ordinance—which in next issue we will publish in full—in spirit, brevity, and point contrasts but too favorably with those which emanated from a former government.

A favorable opportunity offering of making up a mail for England, by Her Majesty's steam ship *Driver*, to sail to-morrow, we draw up a sketch of the proceedings in China for the last month.

His Excellency, Mr. Davis, arrived by the *Spitful*, very unexpectedly, on the 7th May, and immediately entered on the duties of his important office. The appointment of Mr. Davis to the governorship of this colony is in the highest degree popular, though perfectly unexpected, and we have the best grounds of belief that the selection of His Excellency as Plenipotentiary, is much approved of by the government of China. With the Governor arrived the Honorable W. A. Bruce, Colonial Secretary, Robert Montgomery Martin, Esq., Treasurer; R. D. Cay, Esq., Registrar Supreme Court; A. F. Shelly, Esq., Auditor; Mercer, Esq., private Secretary; Pope, Esq., Colonial Engineer, and Mr. Davidson. The other arrivals of officials are F. Mac Gregor, Esq., Consul for the port of Canton, on the 17th instant; on the 29th, R. B. Jackson, Esq., H. C. Sill Esq., and B. Robertson Esq., Vice Consuls, with Messrs. Beckhouse, Hogan, Giles, Farish, Hurllet, Harvey, Vouche, Mennic, and Beane, assistants. On the 21st instant His Honour J. W. Hulme, Esq., Chief Justice, and family.

The colony continues to progress satisfactorily; with a few exceptions all the British merchants have removed from Macao, the others only being delayed until their houses are completed. There is also a very decided addition to the amount of business transactions in the colony, chiefly confined to opium and rice, with assorted cargoes of goods for the north. From the defective state of the port regulations, no information being given of import or export manifests, it is impossible to ascertain correctly the shipments for the coast, of manufactured and other goods; also the quantity of produce and specie we receive in return. This will probably soon receive the attention of His Excellency, who, since his arrival, has been busy with the different heads of departments, organizing the government, which from the incompetency of the former establishment, he found a perfect chaos. The Supreme Court will be opened so soon as the Attorney General reaches the colony; the old fashioned military Court, which has given so much dissatisfaction, being the only dispenser

of justice, equity, or law with which we are yet favored. The jurisdiction of this Court—which so strongly calls to remembrance the feudal days of old—will in future be confined to police cases, and as a police establishment, may prove a most efficient one. The daring robberies formerly so prevalent have been of great degree ceased, every means having been used to expel the hordes of idle ruffians, who had congregated on the island. Still, however, we are by no means exempt from police alarms, though the Magistrates and police are most vigilant. We are sorry we cannot report more favorably of the state of sickness among the inhabitants, principally fever and dysentery. The deaths have been chiefly among the soldiers, though every means are used to protect them from the malarial influences of the atmosphere, now poisoned with malaria. Of Her Majesty's 11th Regt. there are 99 in the Hospital, and about an equal number of the 4th M. N. I. We do not anticipate any approach to the fearful mortality of last summer, but it is too evident that the climate is far from being a healthy one. There has been a culpable neglect on the part of the late government in not having proper sewers and drains formed during the cold months of winter, which nothing can extenuate. If in the government employ there was no one qualified to superintend such operations, there could have been no difficulty among the military officers of procuring a fitting person. It is now too late to remedy the evil for the present summer, but we cannot avoid recording our opinion of the disgraceful apathy or indolence which was probably cause the loss of many valuable lives. Other services cannot palliate this shameful conduct; and whether it was caused by the incompetency of the Surveyor General, or the reluctance of Sir Henry Pottinger to incur the expense, we know not, but the blame lies between them, and probably they should know the portion which they are entitled to claim on their own.

The Imperial commissioner Keying, has arrived from the north, accompanied to meet with the American and French Ministers. Mr. Davis, and Sir Henry Pottinger, have both had interviews with Keying at the Bogue, where they proceeded with the *Castor* frigate, and the *Spitful* and *Deceit* steam ships. Keying visited Mr. Davis on board the *Castor*, when he was received with a salute and named yards.

It is said the negotiation with the American and French missions will be at Macao, where His Excellency Mr. Cushing has been residing for a few months. The French Plenipotentiary has not yet reached China, but he is almost daily expected. The precise objects of these missions, and whether they will proceed to the north is quite unknown. The commercial interests of the United States in China, are very great, and the appointment of a special mission at the present juncture has nothing in it extraordinary. French commerce here is a mere trifle. Their large fleet, Ambassador, and numerous ships may be looked upon more as a demonstration of national power and grandeur than intended for any practical purpose. It is supposed that the French Plenipotentiary will insist upon a personal audience with the Emperor at Peking; backed with the argument of a strong fleet it may be granted, though it is evident the Chinese are anxious to keep foreigners as far from the seat of government as possible.

Mr. Mac Gregor has taken charge of the consulate at Canton, with Mr. Jackson as Vice Consul. For Fow-chow-foo we do not hear of any Consul being appointed, nor is the port yet opened. The other gentlemen connected with the consular establishment recently arrived from England are still here. It is said that Mr. Sill has thrown up his appointment and intends practising as a lawyer.

NAVAL.

Ships of war in this harbour. *Agincourt*, *Minden*, *Castor*, *Dido*, *Pelican*, *Wolverun*, *Wolf*, and the steamers *Spitful*, *Driver*, and *Proserpine*. The *Vicer* sailed on the 29th ult, the *Serpent* on the 31st, and the *Cambrian* on the 16th instant, all for India, the latter proceeding first to Whampoa to take in specie. The *Dido* will shortly follow, and the *Driver* sails to-morrow for Bombay, with His Excellency Sir Henry Pottinger and suite. It is rumoured that the *Castor* will be stationed at Chusan, for the protection of British subjects resident at the northern ports, also that the *Dido* proceeds to Borneo, accompanied by a steamer, to demand redress for the late outrages, and to obtain the liberation of any European prisoners held by the natives.

Rear Admiral Sir Thomas Cochrane, lately returned from the north, where he had been to inspect the different ports; he is now in this harbour.

The fleet is tolerably healthy, and no doubt with a little care will continue so. Formerly Hongkong harbor was quite famous for its salubrity, and such is the case this season—sickness being confined to those exposed to the influences of the miasmata which hangs over the land.

The American squadron in Canton, under command of Commodore Parker, consists of the frigate *Brandynne*, sloop *Saint Louis*, and brig *Perry*; they are all fine vessels. Present they rendezvous at Macao.

The French frigate *Cleopatra*, Comptrolleur Ceccille, is in this harbour; she is a frigate of the first class, and appears in fine order. Her consort the *Alenore* is at Shanghai. The rest of the French squadron have not yet reached China.

By the latest advices (15th April) from Sydney, N. S. Wales the *North Star* was in port refitting. The *Fly* and *Bramble* had returned to the survey of Torres Straits.

MILITARY.

The troops in Hongkong are the 99th the 4th M. N. I., a party of Royal Artillery, also a few Artillery belonging to the Madras army, and some sappers and miners. The 18th Royal Irish, and part of the 2nd M. N. I. are stationed at Koolingsoo and Chusan. The 11st M. N. I. have returned to India, being relieved by the 4th. On the coast the troops are healthy, but in this garrison there is much sickness, both among the British and Indian soldiers. The deaths have not been numerous, but there is a very large proportion of the men in Hospital. The Madras soldiers are the principal sufferers, there being out of 500 men upwards of 90 unfit for duty. The sickness among the Madras troops is unquestionably partially caused by the improper way in which they are lodged—the huts not being fit for any human being to occupy in this climate.

CHUSAN.

Latest dates, May 28th.—Trade was rather dull, the sales being chiefly cotton goods, grey shirtings, and American drills, which were respectively quoted at \$3.60 and \$3. Straits produce also in some request. Woollens unsaleable. Opium selling freely at, for good Malwa, \$725.

Chusan, is remarkably quiet; the people evidently being far superior to their countrymen in Canton. Our correspondent compliments the military and marine Magistrates for the impartial manner in which justice is administered, and property protected.

Considering its commanding position on the coast of China—famous for trade—salubrity of the climate, and respectability of the inhabitants, it is a matter of regret that it was not ceded to the crown of Great Britain in perpetuity. As compared with this barren and unhealthy island, it is a hundred times to be preferred, and might have been obtained with small ease. When the island is given up, we think many of the natives will regret the change. In the meantime the knowledge they are obtaining of European manners and laws will tend to raise their ideas of foreigners. The arrival of the French frigate *Alenore* has made some excitement among the lower orders. The dread of another war was considerable. Silver coin, as being portable, was at a high premium. The *Alenore* had sailed for Shanghai.

CANTON.

There have been no serious disturbances of late, but there is evidently a growing dislike to foreigners among the Chinese, which make a residence in Canton far from pleasant. The high price of rice invariably causes discontent among the lower classes, and may in part account for the hostility evinced towards foreigners at present; but it is allowed by old residents, that since the treaty of peace, the fixed hatred of the mob has been strengthened. In the event of another serious riot, the foreign merchants will probably leave the place in a body—apart from the trade being long established there, and the residence of the wealthy buyers, Canton has no particular recommendation as the principal mart in China. At either of the other ports, were the foreigners to remove thither, business could be carried on with equal facility, and the buyer would be compelled to follow the seller.

No steps have been taken to build upon the ground leased from the Chinese by the British government; six months ago parties were anxious to build which they have got His Excellency Sir Henry Pottinger to fix upon a plan and grant, or rather lease them allotments, the matter however has been neglected, and it is now doubtful whether those who were once eager to secure lots would now have them at any price.

For commercial information we refer to our price current, which has been carefully corrected.

SHANGHAI.

Our advices are to the 1st instant.—Sales have been principally cotton goods, white and grey shirting, at \$4 and \$3.60. Woollens at this and all the northern ports unsaleable, and no probability of a demand before the winter trade opens.

Shanghai promises to be one of the principal emporiums for commerce in this part of the world, and at no very distant day may rival Canton, both as a mart for sales and purchases. The feelings of the populace towards foreigners appear to be placable, although foolish—if not wicked—attempts to smuggle opium into the town, caused some disagreements with the authorities. A good many chests have been seized, which will possibly intimidate others from endangering the legitimate trade of the port by such attempt to Wooching, where the opium vessels fly without hindrance, and trade openly in the drug, is only a few miles distant—such being the cases, there appears an infatuation in running the risk of introducing it within the walls of the town, which is difficult to account for.

NIKKO.

Mr. Thom's Consul, has had a dispute with the Mandarins, in consequence of their having sent to Chusan and taken prisoner a Chinaman without making application to the British Magistrate resident at the latter place. The man is supposed to have served the British during the war, and is consequently in bad odour with his countrymen, who, but for the energetic measures adopted by the Consul, would have taken his life. The treaty of peace expressly stipulates that a full and entire

amnesty be published by the Emperor under his Imperial sign manual, and sent to all Chinese subjects on account of their having held service or intercourse with, or resided under the British government or its officers. A proclamation of His Excellency Sir Henry Pottinger, dated 11th November, 1843, provides, that application be made to the British commanding officer, who will secure such persons as may have offended the laws of China, and hand them over to the Mandarins. This was not complied with—the man being carried off with the sanction of the Magistrate at Chusan, at the same time being indebted to an English merchant to a considerable amount, which, had his life been taken, would have been lost. Under all the circumstances, Mr. Thom felt himself compelled to insist on his liberation, and before this was acceded to, he hoisted the British flag over the prison, and placed British sentries there for the prisoner's protection. The Mandarins, intimidated by such strong measures, gave him up. Mr. Thom's firmness will show the celestials that it is the determination of Great Britain to compel a compliance with the treaty from those similar to what she exacts from her own subjects.

Of commercial intelligence from Ningpo there is none—prices are very similar to those at Shanghai;—the demand for goods less.

AMOI.

Though the nearest of all the new ports, Amoy is the one of which we hear least. There is a constant communication kept between this colony and that port by Messrs. Jardine, Matheson & Co's. opium vessels, but there is a mystery thrown over all the movements of their ships engaged in the illicit trade, which is not to be penetrated; they come and go, without mail, passenger, or even the ceremony of intimating their arrival or intended departure to the harbour master. Like the phantom ship of the Cape, they pass to and fro and nothing more is known.

The great proportion of the legitimate trade with Amoy has consisted of cotton wools and Straits produce. In cotton piece goods, for the first five months after opening the port, the gross amount of sales did not exceed \$35,000; of cotton twist \$52,000; woollens \$14,000. In all articles of import—with the exception of opium—for the first year the amount will not exceed \$1,000,000. The exports, so far, are trifling, being rather under \$30,000.

NEW SOUTH WALES.

We have received advices from the Australian Colonies to the middle of April, bringing a long arrear of our regular file of papers.

After a careful perusal of the Sydney and Port Phillip papers, we are inclined to believe an improvement has taken place in the affairs of the colony. We regret however to note the bankruptcy of two extensive houses, one of them of the highest respectability and long established. The usual clip was mostly shipped, putting the growers in possession of funds, and in some degree stimulating trade. There is no mention made of the number of bales, as compared with the previous year; from the many thousand sheep that have been bled down, previous to the shearing season, there will probably be a decrease. Cedar, limes, tallow, and bark have all been shipped to some extent.

The *Sydney Herald* appears sanguine as to the large profits to be derived from shipping horses to India. With an abundant zeal for the furtherance of Colonial interests, the *Herald* is very kose in his calculations, and defective in true information. On the 20th of January, in an article headed Exportation of Horses, he rates the cost in Sydney at £10 to £15, freight and charges, £25, total cost in India, £35 to £40, value in India, £70, giving a profit of from £30 to £35. This calculation is very superficial and many mislead those who do not investigate such questions a little. In the *Herald* of the 12th April, the ship *Neptune* is advertised for Madras with horses, terms of freight, £30, the shipper finding forage, say £5 more, to this may be added at least £5 for commission and charges in India, and ten per cent. for insurance, the deaths averaging at least one in ten, £2, making the cost in India, supposing the Sydney quotations of 10l to 15l correct, from 42l to 47l. Such horses as are usually shipped from New South Wales would probably not average more than 50l when sold; we think those by the *Syratheden* brought something under 550 rupees at Madras. Even at this price it would pay well; giving employment to ships that otherwise proceed to India in ballast, and relieving the rider of his superabundant stock. The number of horses in New South Wales is estimated at 10,000, allowing for the usual increase, 2,000 might be shipped annually, yielding the seller, at an average of 12l 10s per head, 24,000l, the shipper a profit of say £1, about 10,000l, and ships which otherwise would earn nothing, 40,000l for freight. The freight, considering the number of vessels that leave New South Wales and Van Diemen's Land seeking is very high; at the particular period we refer to, the wool was about to be shipped, and consequently there would be a greater demand for tonnage in the colony, which will account for the freight quoted.

The *Herald's* speculations with regard to the trade between New South Wales and China are extremely visionary. The exports of the wool, and the manufacture of woollens that colony for the China market will never pay. Could Australia supply us with a good strong stapled wool, saleable on the coast of from 5d to 6d per lb., then China would be

an extensive market; now, however, an ordinary sample of their wool could not be laid down for less than 1s per lb. The wool of Australia is too valuable for the coarse rough fabrics required in China, and unless the Colonists are foolish enough to introduce an entirely different breed of sheep into the country, they will find no market for their staple export in this part of the world.

The only articles we really do require from these colonies are not even named by the writers in the New South Wales papers, though in a new place it might have been known that there would be demand for building timber. An occasional cargo of good cedar might find a ready sale, also a few New Zealand spars; these, with occasionally a few down sheep (which is scarcely worthy of notice in a mercantile view), and a moderate supply of colonial provisions, such as beef, butter, flour, cheese, and, if they arrive here in good order, and at the proper season, say from the end of July to December, a few tons of potatoes, appear to be all the articles we require. In provisions it is very questionable whether they could compete with the Americans, and even if they can, the trade will be a poor trade.

For ton the Sydney market continues much depressed. HUSBANDRY.—The purchases have been upon a small scale, but prices are firm—about 80 chests of Kelp, sold for £3 15s., some sales have been made, ex Dawson's, for £4 15s.; the holders ex Treadwell did not realise under 45. Congous—20 chests, sold for £5 5s. There is very little demand for fine teas, and junk teas are quite neglected by the trade.

In Sugar there is a marked improvement. Stevia is held more firmly, but the sales have been limited—20 tons Mauritius sold for £22 per ton; 15 tons Tait, rather moist, brought £17; and 25 tons ordinary Manila £18; English refined, 16 tonnes, 4d. per lb.

The Manila sold at £18 per ton, would not, a few months ago, have realised more than £10, if pushed into the market. Another sale of Manila by auction is mentioned at £17 cash.

Immigration from Great Britain has been renewed, several large ships having arrived with 300 each. There is the most contradictory statements as to the demand for labour; parties resident in the towns insisting that there is an abundance, those in the country that there is a great scarcity. Possibly they are both right in one sense; the great mass of emigrants imported a few years ago, preferring an idle or profligate life in town, to the penance of a sheep station, find difficulty in procuring employment without going to the country, which they dislike. One thing appears certain, that mechanics are not wanted, and that for shepherds, any class of men or even women will do. One large proprietor states that some of his best shepherds are old sailors, and that he finds no difference in the condition of the flocks under their charge, and those looked after by regular bred sheep farmers. Under the old convict system, much the best hands were "gentlemen," formerly members of the swell mob; the easy work, yet watchful attention, suited both their physical and mental faculties.

Frequent mention is made of lustrangers, even in the vicinity of the city, and it is hinted that the mounted police do not care to capture the culprits, until a reward is offered, which they are generally forthcoming.

An atrocious murder was committed on the 17th of January, by John Knatchbull, a brother of the respected Baronet of that name. He was executed on the 13th of February. Knatchbull's career has been one which fortunately has few parallels. He was brought up in the Navy, where he served with distinction, being remarkable for his personal courage and good policy. He attained the rank of Commodore, after having been in twenty engagements. He was dismissed the service for "unofficial treatment of his crew, and for years leading a profligate life in London, a gambler and a duellist. After losing property, friends, and respect, he was detected picking a pocket and transported to New South Wales, where, from his first arrival to the last scene, his life was a continuation of crime and misery. The murder perpetrated (on a woman) was for money, although when arrested he had a draft from his brother for £50 in his pocket. We have an abundant supply of papers but none of them contain the particulars of his trial or execution. From one or two paragraphs it is evident that he attempted by a legal device to set the sentence aside, also, that some humane individuals endeavoured to prove him insane; these efforts were unavailing, and the sentence was carried into effect.

It is possible that the mail by the 17th date will later advices from New South England than by direct communication give copious extracts.

NOTICE. MAILS per H. M. Steamer, "DAVID," will be closed at this office, for Singapore, Penang and Ceylon, at 4 p. m. and for India and Europe, at 6 p. m., on WEDNESDAY, the 19th instant. This Office will be open on that day from 10 a. m. till noon, for the reception and delivery of letters, and from 12 a. m. till 6 p. m. for the reception only of letters. Post-office, Hongkong, 10th June, 1844.

TO be sold, the property of Major-General D'Aguiar, a Four-wheeled English-built Britika, in perfectly good repair, with cover, &c. complete, and also, a set of Double Harness, brass mounted, to match the carriage. Price of the whole 500 dollars.

FOR SALE BY THE UNDERSIGNED, SUPERIOR San Julien Claret, also, very superior Vieux Cognac. DICKENS & CO. June 18, 1844.

MESSRS. DICKENS & CO. HAVE just received, in good condition, a few Cases of English Bacon, also, Ham, Cheese, &c., &c., and for sale at moderate prices. June 18, 1844.

FOR SALE, A FEW Cases of Excellent Sherry; likewise, a quantity of Old Port, French Liqueurs, &c., and about Four hundred cases of Old Cognac. DICKENS & CO. June 18, 1844.

FOR SALE, A FINE ARABIAN MARE. DICKENS & CO.

THE UNDERSIGNED HAVE FOR SALE, LONDON Bottled Ales, Ditto ditto Porter, Cider, Champagne, Sauterne, Brandy in wood and bottle, Whiskey ditto ditto, Gin ditto ditto, Claret ditto ditto, London Stout in Cask, Ditto ditto, Vinegar ditto ditto, Pickles in dozen Cases, Tins of Fruit, Jams & Jellies, Nails of various sizes, Canvas, &c. DICKENS & CO. C. W. BOWRA.

BEGET to inform his friends in China, and the inhabitants of Hongkong generally, that he has fitted up and connected with his former establishment, that spacious building "No. 12, Queen's Road," opposite Magistrate Street, for a Ship Chandlery and General Store Warehouse, which business he is desirous of carrying on as heretofore. He has now on hand a general assortment, consisting of the following articles, viz.—Anchors and Chains of sizes, Chain Cables, Europe, Gore, and Manila Porchage from 1 to 8 inch, Canvas of all numbers, Hooks, Thimbles, and Trawls; Banting Rod, White, Blue, and Yellow; Blocks, Oars, Spinn Yarn, Oakum; Peon, Teak, and Pine Spars of sizes, Nails of sizes, Paints, Oil, Turpentine, Pitch, Coal and Swedish Tar, Beef, Pork, Sheep and Cabin Bread, Coffee, Sugar, Tea, Cinnamon, Oil, Vinegar, Sperm and Wax Candles, Butter, Cheese, and Bacon, Brandy, Rum, and Arrack in Cases, Beer in Wood and Bottle, Brandy and Gin in Cases, Port, Sherry, Madeira, Claret, and Champagne, Flour, Grain, &c., &c., &c. Victoria, 17th June, 1844.

PIANO-FORTE FOR SALE, JUST IMPORTED. A G4 Cottage Piano, by Kirkman & Son, of Soho Square, London, having all the modern improvements, patent touch, metallic tubes, &c., &c., expressly manufactured for the climate; has tuning-fork, key, and spare strings. Lowest price \$600 dollars. To be seen at Messrs. PHILLIPS, MOORE & Co., Queen's Road.

JUST Received a Superior lot of English Bottled Ale and Porter, Gentlemen's Shoes, Glass-ware, Perfumery, and a variety of other articles too numerous to mention. ROBERT LOWRIE, Queen's Road. Victoria, 10th June, 1844.

HENRY THOMSON & CO., CHRONOMETER AND WATCHMAKERS, BEGET to intimate to the community of Hongkong, that they have commenced business in the above line, at No. 12, Queen's Road, (Mr. Bowra's Store). H. T. & Co. have for sale Chronometers, Watches and Clocks, by James Murray, and James Mudge, Royal Exchange, London; also, Gold, Silver, and Platinum Guard-chains, Ladies' Neck Chains, &c., &c., &c. Victoria, June 17, 1844.

A STRAY HORSE, with a saddle on him, was brought to the Stables of the undersigned, on Sunday morning. He is branded on both hind quarters; colour black. The owner may have him by paying expenses. ROBERT JONES, Victoria Livery Stables, 17th June, 1844.

JUST ARRIVED AND FOR SALE, at the Godowns of the undersigned—Bully, Rice, Pecky, Shell, Buffalo Hides, Coconut Oil, Coconuts, and Java Coffee, (of excellent quality). Apply to JOHN BURD & Co., Victoria, 4th June, 1844.

HONGKONG CLUB. THE COMMITTEE will receive till 12 o'clock on Tuesday the 2nd proximo, Plans for the Extension of the Club-house. The site has a frontage of one hundred and one feet; depth, one hundred and eighteen feet, and measures on the rear line one hundred and forty feet. The plans to be for a ground floor (offices) and two stories, the lower with eight rooms, the upper with bed-rooms, and to show sections and elevations. A premium of two hundred dollars will be given to the most approved plan, and of one hundred dollars to the next. Plans will be received, dispatched by mottos, with references, Full particulars as to the site, nature of building required, and other information will be given on application, by CAPTAIN EDWARDS, Assistant Quarter-Master General, to whom the plans are to be sent. Hongkong, 13th June, 1844.

ADVERTISEMENTS. NOTICE is hereby given, that the business of the late Henry Pybus in China, (which has been temporarily carried on by John Mackey & Co.) will in future be conducted by the undersigned, who have associated themselves as Merchants and Agents, under the style of MURROW & CO. DONALD C. MACKAY. Y. J. MURROW. Canton, 1st June, 1844.

ADVERTISEMENTS. THE Undersigned beg to notify that they have authorised Mr. Jous. LEFFLER, and Mr. CHARLES W. MURRAY, to sign for their firm by Procuration in Hongkong and Macao. MURROW & CO. Canton, 1st June, 1844.

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

POSTPONEMENT. THE Sale of the "Britain's Boat," is unavoidably postponed until Saturday 22nd instant, when it will be positively sold to the highest bidder—Dimensions of the above mentioned Boat on the Queen's Road, one hundred and forty-six feet; in rear one hundred and forty feet; depth on the east side, sixty-six feet; west, one hundred.

PLEASURE BOAT "FANCY," FOR SALE AT AUCTION. THE Undersigned will submit for sale, the beautiful fast sailing, copper fastened and copper sheathed rigger boat FANCY, 3 months old, built at Canton of the best materials, under the superintendance and for an experienced amateur, and sold only on account of her being too large for river sailing. Length, 30 feet 6 inches; Breadth, 10 feet; Depth, 4 feet. With masts, sails and oars complete, iron ballast, one anchor and chain, the cabin neatly fitted with berths and lockers. Said boat is well worthy the attention of any gentleman wishing a neat, handy, and fast yacht. She can be seen at any time previous to the day of sale, by application to P. TOWNSEND, Auctioneer. Sale to take place at the Auction Room, at 11 a.m., on the 20th inst. Terms Cash, and the bust at the risk of the purchaser, on the fall of the hammer.

PUBLIC AUCTION. MARKWICK begs most respectfully to inform the Merchants, Ship-owners, and the community of Hong Kong, that he will sell by Public Auction, to the highest bidder, on account of the concerned. On Tuesday 25th June, 1844, at 12 o'clock noon, at Messrs. Fletcher, Larkins & Co.'s Godowns, that well-known fast-sailing Tenk-built Schooner, named the YONGE QUEENE. The above schooner is well suited for a gentleman's yacht, being fitted in every respect for that purpose, with Patent Water-closets, Couches, and Tables, with every convenience. She was built at Bombay in 1838, (rabbit) built, and of the best Bombay Teak, she is coppered and copper-fastened throughout, the measurement is, 84 feet 11 inch tons old measurement. She will be sold as per inventory in Spanish dollars at 7s. 2c. and be at the risk of the purchaser, as soon as knocked down.

TERMS OF SALE. A deposit of 25 per cent to be paid at the fall of the hammer, the balance to be paid in ten days from date of sale. Failing payment thereof, the 25 per cent will be forfeited, and the Schooner will be sold by Public Auction at the risk and expense of the first purchaser. The papers will be handed over to the purchaser as soon as the money is paid.

SALE OF PUBLIC STORES. NOTICE is hereby given, that the undermentioned articles will be offered for sale by Public Auction, at the Commissariat Store, on Wednesday the 19th inst, at 10 o'clock, a.m., viz.—Arack, Cakes, Chocolate, Curry Stuffs, Khut, Yunnan Peas, Pepper, Country Soap, Mutton Suet. Also a number of empty Cases, Iron Hoops, Gunny Bags, Bottles, and empty boxes. Further particulars may be known on application at this office during the usual hours of business. EDWARD PINE COFFIN, Com. Gen. Commissariat, Victoria, June 10, 1844.

ON WEDNESDAY, the 26th inst, will be sold by Public Auction, at P. TOWNSEND'S Sale Rooms, a Splendid Custom-made English Buggy. The Buggy may be inspected any time previous to the sale, by applying to P. TOWNSEND, Auctioneer.

AGENTS for the "Friend of China and Hongkong Gazette." BATAVIA—Mooran and Co. CALCUTTA—Hyde, Gardner & Co. SINGAPORE—R. LITTLE & Co. BOMBAY—J. W. Bell, Esq. LONDON—Woodward & Castle. MACAO—John Smith, Esq. The "Friend of China and Hongkong Gazette" is published every Wednesday and Saturday. Subscription—\$12, per annum payable in advance.

SHIPPING INTELLIGENCE. ARRIVED. JUNE 15.—Smy, Bellamy, West Coast. 15.—Tupley, de Key, Liverpool. 15.—Coreys, Hazelwood, Macao. 15.—Kestrel, " " Lombock and Macao. 16.—Esperanza (Sp), Atropas, Macao. 16.—Mazepa, Fraser, " " 17.—Pandulou, Port, " 17.—Carmen, Valde, " 18.—City of Leroy, Wm. Whampoa. 18.—Grecian, Wm. Whampoa. 18.—Stirling, Adamson, Whampoa.

SAILED. JUNE 15.—Janet, Dring, Macao and Manila. 15.—Posthumus, Milner, Whampoa. 15.—Lyna, Nunn, East Coast. 16.—M. S. Cambrian, Com Chads, India. 16.—Mischief, Klocke, Manila. 17.—Heronie, Mc Kenzi, Bally. 17.—Naid, Ch. yee, South Sea Islands. 18.—Mazepa, Fraser, East Coast.

UNDER DESPATCH. Carmen, Macao, to-day. H. M. Str. Spiteful, Chusan and Amoy, to-day. H. M. Str. Driver, Bombay and Singapore, 20th instant. Possidone, Amoy, shortly. Pantolon, " " Christiana, Shanghai, 21st instant. Yrining (Spanish), Manila, shortly. H. M. S. Dido, Singapore. H. M. S. Pelican, England, shortly. Grecian, London, to-day. Marling, Macao, shortly. Passenger per Tupley, Mr. Leven. Report per Tupley—Capt C. Mc Kenzie, died on 4th May, in lat 8° of South long 137° 45' E. Spoke bark Sigalien from Lombock to Macao, Captain See.

Passengers per City of Leroy, Mr. J. N. Wern, Mr. and Mrs. Layton, daughter, governess, and three servants; Mr. and Mrs. Bowra and child; Miss Bowra; Mr. Jus; Miss Ray.

ARRIVALS FROM THE 21ST MAY, TO DATE.—May 21, Royal Exchange, Hurstbourn, Bombay; 23rd, Will of the Wisp, Walker, Namos; Ernand, Field, Bombay, Royalist, Lees, Namos; 24th, Mazepa, Francis, Chusan; 25th, Mr. Baxter, Bombay, Heribros, Melville, Bombay; Carahulon Park, Carter, Bombay; Janet, Dring, Amoy; Jane (Du), Berg, Bali; 26th, H.M.S. Dido, Kappel, Calcutta; H. M. S. Vixen, Griffith, Amoy and Chusan; Mormaid, Ryde, Amoy; 27th, Anthony Anderson, S. J. Platt, Bombay; 28th, U. S. Corvette St. Louis, Kuala, Singapore; Victoria, Potter, Calcutta; 29th, Lady Amherst, Bruce, Bali; Possidone, Valentine, Singapore, Antelope (Am), Dumagay, Bombay; Heronie, Mackenzie, Bali; Mary Bannatone, Picken, London; H. M. S. Serpent, Com Neville, Amoy; Success (Siamese), Roys, Bankok; 30th, Omega, White, Chusan. June 1st, Orient (Fr) Ozanis, Manila; Premier, Brownrigg, Bali; 2nd Congress (Am), Hayes, Lima; Anne, Potter, Manila; Corcora, Haskwood, Bombay; Sumatra (Dut), Crawford, Batavia; 3rd, Giana (Sp), Salido, Yloro; H. M. S. Driver, Hingys, Chusan; 4th, Poppy, Cels, Calcutta; Royal Saxon, Crawford, Madras; Sylph, M'Donald, Calcutta; Conroy (Am), Topen, Manila; Chieora (Am), Gow, Manila; Esperance (Sp), Ahujas, Manila; Bannu (Sp), Cales, Manila; Inghis, Isaacson, Bombay; Oth Inglewood, Kerr, Liverpool; Uruguay, Klesko, Liverpool; Donna (Sp), Ramirez, Manila; 6th David (Dut), Edna, Batavia; 7th, Goshing, Liverpool; Felix (Hann), Stewart, Bombay; Nial, Chyrene, South Sea Islands; 9th, Julia Jones, Bombay; H.M.S. Cambrian, Com. Chads, Chusan; H.M.S. Polican, Com. Justice, Chusan; 11th, Grand Turk (Am), Emory, Boston; John Brightman, Viall, Calcutta; Petrol (Am), Rogers, Shanghai; Carme (Sp), Escovar, Manila; 14th, Posthumus, Milner, Bali; Pantolon, Porter, Calcutta; U.S. Brig Perry, Thion, New York; 14th, Mary Ann, Amoy; 15th, Whinn, Liverpool and Singapore; Ariel, Macfarlane, East Coast.

DEPARTURES FROM 20TH MAY TO DATE.—May 22nd, Andax, Vaux, Singapore and Calcutta; Surat (Am), Pearce, Singapore and Calcutta; 23rd, Edward Robinson, Dong, London; Wm. Mitchell, M. Lintock, London; 25th, Emma, Dawson, Bombay; 26th, Sula, More, London; 27th, Emma (Sp), Pardo, Manila; Urgau, Goodwin, London; Victoria, Pearce, Bombay, Meloe (Fr), Andron, Bordeaux; 28th, Westminster, Meloe, Madras via Amoy; Thomas Lowry, Genoa, Manila and Sydney; H.M.S. Vixen, Com. Griffith, Singapore; 30th, Herculano, Oliver, East Coast; Ariel, Macfarlane, Amoy; 30th, Alex. Darling, Bali; Batavia; Dhur, Cumberland, Calcutta; 31st, Florist, Buggard, Madras. June 1st, Pandora, Cotes, Manila; Wm. Hyde, Stewart, London; H.M.S. Serpent, Nevill, Madras; Wankok, Jamaica, East Coast; Masden, Phillips, Bombay and Mor, Buxter, Bombay; 6th, Hope, Crawford, Dublin; Palmyra, Campbell, London; 7th, Murrey, Fraser, East Coast; Amolego (Am), Dumagay, Calcutta; Edward, Bostons; Arnold, London; 10th Congress (Am), Hayes, Lima; 11th, Merit of Athens, News, Manila; Bastion (Sp), Golden, Ma-

nila, Will of the Whisp, Walker, South Sea Islands; 180. Countess of Darnley, Spittal, London.

PASSENGERS ARRIVED FROM 20TH MAY TO DATE.—Per Jane, from Balli, J. Burd Esq.; Heribides, Bombay, Mr Melville, and child; Mary Banntine, London, R. B. Jackson Esq., Lady and two children, and servant, H. C. Sirr Esq., Lady and servant, B. Robertson Esq., Messrs Backhouse, Hughes, Harvey, Giles, Paris, Hurstle, Vounger, Rennie and Bennie; Orient, Manila, C. Lagraven Esq., Mr. Gurchard and 2 children, Miss Vile Raza and servant; Victoria, Calcutta, Mr. Scotland, Sybil, Calcutta, Mrs. Veysey and child; Mail, Singapore, Islands, Thomas Boyd Esq.; Grand Turk, Boston, Messrs W. Cruizer, Williams and Fraser, Julia, Bombay, Honorable J. W. Hulme, Chief Justice, Mrs. Hulme, two Misses Hulme, Master Hulme, Mr. Jones, five Italian Missionaries and two Chinese Missionaries; Poppy, J. Hudson, Messrs Pereira, Aguiar, Goleu, Caldas, A. G. de Araujo; Mary Ann Webb, Mr. J. H. Winch.

VESSELS IN VICTORIA HARBOUR.

Yonge Queen, 85, Hart. Flocher, Larkins & Co. *Christina*, 351, Fremore. Dent & Co. *Anna*, 109, Lewis. C. W. Bowen. *Old England*, 500, Bland. Macrae & Co. *Liverpool*, 962, McDowal. Fox, Rawson & Co. *Jane*, 103, J. Burd & Co. *Lady Amherst*, 430, Bruce. Jardine Matheson & Co. *Uwaga*, White ditto *Victoria*, 433, Potter. Macvicar & Co. *Sybil*, 308, McDonald. Jardine Matheson & Co. *Anglican*, 318, Henry. Jamieson How & Co. *Uregray*, 340, Kelso. R. Oswald. *Eleira*, 320, Gleving. Diron, Gmy & Co. *Niah*, Chryne, Macvicar & Co. *Julia*, 755, Jones, Hajae Sabae *Petrel*, 99, Rogers, N. Duns *Grand Turk*, (Am) Emery. Rissel & Co. *Carmela*, 150, Escaver. Holliday Wise & Co. *Passidon*, 395, Valentine. Dent & Co. *Trining* (Sp) 110, Navarro. Capt. Navarro. *Mary Ann*, 765, Wilson. C. Shaw. *Arcl*, Macfarlane, Jardine, Matheson & Co. *Spay*, Bellamy. Jardine Matheson & Co. *Tupley*, McKay. Turner & Co. *Coccyus*, Haslowood. Turner & Co. *Kestrel*. — J. Burd & Co. *Maseppa*. Fraser. Jardine Matheson & Co. *Pantolon*, 250, Potter. Loeffler and Murray. *Carmen* (Sp) 103, Valle. Holliday Wise & Co. *City of Derry*, Ware. Dallas & Co. *Green*, 378, Watt. Lindsay & Co. *Stirling*, Anderson. C. W. Bovira. **HAR MASTERY'S SHIPS.** *Agincourt*, 12, Rear Admiral Sir Thomas Cochrane. K. C. B. Captain Bruce. *Menden*, 72, Captain Quin.—Hospital Ship. *H. M. S. Dido*, 18, Captain Keppel, R.N. *H. M. S. Castor*, Captain Graham. *H. M. S. steamer Driver*, Com. Hayes. *H. M. S. steamer Sybil*, Com. Matland. *H. C. Steer Prospero*, Com. Hough, R. N. *Pedana*, Commander Jenkin. *H. M. L. S. Chloroptra*, 50 guns, Capt. Cecille. **BRITISH SHIPPING AT WHAMPoa.** *Ormen* (Dan), 200, Franklin. N. Duns *Musku*, 217, Phillips. D. Burjarje *Regina*, 275, Quinton. Dent & Co. *Main of Athens*, 217, Hews. Dent & Co. *Heribides*, 572, Melville. Jardine, Matheson & Co. *Asia*, 537, Smith. Holliday Wise & Co. *Cash*, 177, Potter. Holliday Wise & Co. *Corvette Conquerer*, 335 Campbell, D. & M. Rustomjee *Inglet*, 1321 Isaacson, C. S. Compton. *Mary Bannatyne*, 535 Picken, Russel & Co. *Underland*, Major Ludsay & Co. *Royal Sutton*, 432, Crawford, Jamieson, How & Co. *Posthumous*, 383, Milner. Turner & Co. **BRITISH VESSELS AT MACAO.** *Linnat*, 100, John Smith *Go-sair*, Fraser. Rustomjee & Co. *Sved Khan*, Ryder. Matheson & Co. *Aradara*, 420, McIntyre. Macvicar & Co. *Black Dog*, 140, Lloyd. Daddbury Burjarje. *Fair Barbadian*, 189, Warren. A. Griffin. *Madrax*, 524, Slack. Jardine, Matheson & Co. *Royalist*, 140, Lees. Bourdieu & Co. *Admiral Thomson*, 392, M. Knight Fox, Rawson & Co. *Isabella Thomson*, Kitten *Erwald*, 504, Field. D. & M. Rustomjee & Co. *A. Anderson*, 490, Spatt. Macvicar & Co. *Mernaid*, Nyle. Macvicar & Co. *Godless*, Lovings. Macvicar & Co. *Poppy*, 74, Cole. John Hudson. *Fitz Rughman*, 447, Steward. Elias Hooson. *John Brighman*, 403, Vicell. Macvicar & Co. **AMERICAN AT WHAMPoa AND MACAO.** *U. S. Corvette, St. Louis*, Capt. Keith. *U. S. brig Perry*, Captain Tilton. *Covey*, Towne. Wetmore & Co. *Lark*, 287, Tibbitts. Nye Parkins & Co. *Chacoa*, Gore, Wetmore & Co. **PORTUGUESE.** *H.M.F. Tejo*, Du Valle *Angetica*, Sanchez. A. J. de Miranda. *Goncalves*, Lanca. P. J. S. Loureiro *Onze Martyr*, Rivott *Noaa Vinjante*, Valente. J. V. Jorge

TORRES STRAITS.

SAILING DIRECTIONS—GREAT BARRIER REEF.

Sailing Directions for the Great Barrier Reef of Australia, from the Latitude of 14° S., to the Latitude of 3° 56' S., with directions to enter by Raines' Island. By Captain FRANCIS BLACKWOOD, R. N., commanding H. M. S. Fly.

From Lizard and the reef, which is 25 miles and feet in height, visible a distance of 25 miles and more, in clear weather, from a ship's deck, is a 14° 35' 29" south lat.; and 146° 30' 45" east long. (the Great Barrier Reef is distant 11 miles in a due east direction; from the parallel of this island the Reef trends away to the north-west and west, without a practicable, or at least, a safe opening for ships, till the meridian of Cape Melville be reached, when in the latitude of 13° 50' 20" S., long. 146° 34' 42" E., three good openings, one of which is nearly half a mile wide, will be discovered.

From the centre one of these openings (and they are about a mile distant from each other) Cape Melville, a very remarkable rocky headland, bears south 10 miles distant. Latitude of opening, 13° 50' 20" S., long. 144° 34' 40" E.

The reef, which appears to follow the trend of the coast, now runs in a N. N. W. direction, to the latitude of 13° 27' S., long. 144° 8' E., in which position is a good opening of 3 miles wide, from which Cape Sidmouth bears W. by N. 27 miles, and is clear weather is distinctly visible.

The reef now takes a more northerly direction, running due north for 23 miles without a good opening, when, in the latitude of 13° 3' S., long. 144° E., another opening, of the same extent (viz. 3 miles) as the one above-mentioned, exists. This entrance, Cape Direction bears N. W. by W. 4 W. 25 miles distant, indeed the head, as far, to the northward as 12° 20' S., is of considerable height, and may generally be made out from the Barrier Reef when in that parallel; this also may serve as a guide for a ship that may have failed in obtaining an observation for latitude, as north of that parallel the reef stretches out to a greater distance from the land, which is no longer visible from the barrier.

From 12° 2' S., the barrier runs nearly due north for 40 miles, without an opening, and then trends to the N. N. E., when in the latitude of 12° 22' S., will be seen the wreck of the *Ferguson*.

This ship will probably exist as a useful beacon for many years, as she is thrown completely to the top of the reef.

From 12° 22' S., the reef trends away to the N. N. E. for 18 miles, without a good opening, when that distance being run, some considerable black rocks (in height) will be seen in 12° 12' S. latitude, 144° E. longitude.

These rocks are the southern point of an extensive bay in the reefs, and if a ship clearly makes out her position by good latitude observations, she may haul up to the S. W., rounding the rocks about half a mile from the reef, and will shortly be in soundings.

This is a good entrance of three miles wide, but a careful watch-look-out must be kept, as there are several sunken coral patches exist shortly within the line of soundings, they are distinctly visible from the mast-head, till two or three o'clock in the afternoon; and it may be observed, that as a ship steers for the land from any of the Barrier entrances, she cannot exercise too much caution in reducing sail and speed in the afternoon, for as the sun gets ahead the glare will hinder the coral patches (which up to that time are clearly visible) from being made out.

It would be safer to anchor after that time, but as that is not always necessary, I have found that with a strong glare, a look-out man on deck, or half way up the fore rigging, will often see a coral patch better than the mast-head man, whose eyes will probably be dazzled by the glittering of the water.

From this entrance (Black Rocks) Sir Charles Hardy's Isles bear N. W. by W. 30 miles distant. In this Bay, (Wreck Bay), in the latitude of 12° 6' S., is Nimrod's entrance; it is narrow but safe.

The wreck of the ship *Martha Ridgway* bears south four miles from it, and as it will probably remain for some years on the Reef, may serve as a guide for the entrance.

It will be recollected that a ship steering in for Nimrod's entrance will be completely embayed, and as there are several narrow but safe channels through the barrier, both north and south of Nimrod's entrance, she should take any one of them in preference to attempting to beat out of the Bay, which, with a contrary tide, might prove fatal.

The northern point of Wreck Bay (which has hitherto been considered a detached Reef) is in lat. 12° 7' S., and the southern extreme of the great detached Reef, bears from it N. E. by N. 20 miles distant.

From 12° 7' S., the Reef runs due north for three miles, and then trends away to the N. N. W., having a small detached Reef a couple of miles from the main body.

Stead's Passage, hitherto much used, is safe but narrow, it is in lat. 11° 55' S., long. 143° 59' E., from it Sir Charles Hardy's Centre Island bears due west 21 miles distant, as however a ship making this entrance will have several detached reefs to the west of her, and in bad weather might have a difficulty in clearly making out her position, I would strongly recommend steering for the passage by Raines' Island, which is broad and clear, and on which Government are about to erect a Beacon this season.

H. M. ship *Fly* will also be at anchor in the vicinity.

A ship intending to enter the Barrier by the passage of Raines' Island, should shape a course so as to make the southern extremity of a large detached Reef, which is in lat. 11° 50' long. 144° 14' E. While outside the Reef a course of 11 miles per hour, setting to the N. W., should be allowed for, and no means omitted of ascertaining the ship's position in latitude, as should this entrance be passed during the night, the only remaining practicable passage (till Murray's Island be reached) is the Pandora's, 8 miles due north of Raines' Island.

Having sighted the breakers, which may be safely approached within a short mile, a north compass course will be used along the outer edge of this detached reef, when that distance being run, Raines' Island will be seen, and a N. W. by N. course should be shaped for it.

Raines' Island may be distinguished by having a quantity of coarse green vegetation on it which shows plainly, and serves to distinguish it from Pandora's Sand Bank, on which there is no vegetation whatever.

The reef which always breaks extends from its S. E. end a good mile, and both islet and reef may be boldly approached.

Being 90 feet above the sea level, and nearly a mile in circumference, it can be just seen from the mast-head of a 500-ton ship, at a distance of 10 miles.

In N. W. extreme is in lat. 11° 35' 10" S., long. 144° 0' East, measured from Fort Macquarry, Sydney, and considering the latter position to be in 151° 1' 54" E. from Greenwich.

The island being clearly described and brought to bear north 3 or 5 miles distant, a N. W. by W. 4 W. course for 2 miles will lead into soundings of 33 fathoms (some coral), and the reef will have been entered by a passage of 4 1/2 miles with the tide.

There is also a good channel of 2 1/2 miles in width, on the northern side of Raines' Island, taking this northern channel, the N. W. entrance

of the island may be approached within a mile, and a S. W. course steered when at that distance from it by which means three or four sunken patches, having three fathoms on them, and bearing W. 4 N. four miles from the island, will be avoided.

A good mast-head look-out must be kept when entering the line of soundings, or nine miles after passing Raines' Island, as one or two sunken patches exist, on which the least water would be two fathoms.

If the reefs are entered early in the day a S. W. by W. course for thirty miles will lead to Sir Charles Hardy's Centre Island, in lat. 11° 54' 40" S., long. 144° 11' E.

Should the entrance by Raines' Island be passed, Pandora's Passage, bearing due north 8 miles from Raines' Island, may be taken; it is quite safe, is 2 miles in width, and may be distinguished by a sand bank on its southern extreme, on which there is no vegetation whatever.

This Sand Bank should be rounded within a short quarter of a mile, and the ship entering should haul up to S. S. W., which will lead into good anchorage.

The latitude of it is 11° 26' 40" S., long. 144° 20' E. From Pandora's Sandbank to Murray's Island, in latitude 6° 50' S., there is no opening that can be recommended for shipping, the Barrier running N. by W. and N. N. W. in one unbroken line of breakers for nearly 9 miles.

Should a ship enter by Raines Island, the Island of Mount Adolphus will bear N. 55 W. 100 miles, and although the channel has not been surveyed, or the best direct track laid down for it, yet, having twice run across from the Barrier Reef to Mount Adolphus, and having found the passage in different parts comparatively clear, by taking the precaution of once or twice anchoring, I believe that the dangers of Torres Straits may be surmounted in three days from the time of entering the Barrier at Raines' Island.

At Raines' Island (which is situated off the northern cape of New Holland) is a good anchorage on its western side in a well sheltered bay, the southern point of which may be closely rounded in eight fathoms; for a sandy spit (on which the least water in our small patch we found to be 2 1/2 fathoms, and having three fathoms in all other parts) at low water extends nearly across the entrance of the bay, leaving a good channel of deep water both north and south of the spit into the anchorage. No fresh water was found on the island.

At Raines' Island it is high water at full and change 10 to 11 p. m., and the tide runs from 10 to 12 feet, running at the springs nearly 3 miles per hour. It sailing late in the evening, caution must be exercised by a ship steering in by Raines' Island, as the flood tide does not set directly into the Bay formed by the surrounding reefs, as in the other channels. The variation of the compass observed on Raines' Island was 4° 30' east.—The *Shipping Gazette and Sydney General Trade List*

Long Ellis, scarlet	8 70	8 80	per piece
" assorted	8 0	8 25	"
Camlets, English	24 0	30 0	per 1/4 in
A large sale of Lancashire at 24.			
" Dutch	26 0	27 0	"
Wholesale—Very little enumerated either at Canton or the coast, and no probability of any extensive transactions before the approach of winter, unless at prices which would hold out strong inducements to speculate.			

EXPORTS.—ON BOARD.			
Alum	91 75	to 3 0	per picul
Anniseed	9 0	to 0 0	"
Camphor	17 0	to 20 0	"
Cassia	6 55	to 8 80	"
" Buds	13 0	to 14 0	"
China Roots	2 50	to 0 0	"
Galangal	2 20	to 0 0	"
Music	90 0	to 0 0	per catty
Rhubarb	30 0	to 60 0	per picul
RAW SILK.			
Tantlee	505 0	to 525 0	"
None			
Tayassan	0 0	to 0 0	"
Canton	280 0	to 350 0	"
Silk—None in the market. The <i>Creech</i> takes away 250 bales of No. 2 sort.			
TEA.			
Congou	11 0	to 18 0	"
None			
Caper	12 0	to 13 0	"
Souchong	15 0	to 20 0	"
Orange Pekoe, plain	22 0	to 23 50	"
" scented	0 0	to 0 0	"
Twankey	17 0	to 24 0	"
Hyson	34 0	to 72 0	"
Young Hyson	30 0	to 50 0	"
Hyson Skin	15 0	to 32 0	"
Gunpowder	43 0	to 70 0	"
Imperial	40 0	to 67 0	"

A few most valuable cargoes of fine Congou have arrived at Canton; we hear they do not represent any particular chops, but rather sent as specimens of the first crop leaf; they are said to be fine but inferior to last season's. The chests it is said will be down in a month or five weeks, and from the handsome profits made on the few that had arrived previous to the departure of the March mail, we fear very exorbitant prices will be paid, which from the large export and probable quantity of the fine tea of the coming crop, are likely to result in serious disappointment. Two or three chops of fine plain Pekoe are down, but we are glad to perceive that the mania for opening markets has been checked by the very ridiculous prices demanded, we hear as high as 30. It is currently reported in Canton, that a contract has been made for Scented Orange Pekoes at 14. We can scarcely credit this, as this description of tea cannot be got ready for shipment before October, by which time the chests it is said will have been received of the effects produced on the market by an early and abundant supply of this description; a large quantity of Scented Capers will materially interfere with Scented Orange Pekoes.

The export for the season will amount to 51,000,000 lbs., a quantity which far exceeds the export of any previous year, and with the large stock accumulated in England, will probably reduce the price of the herb in the home market to a low figure. The increased stock of tea at the end of 1843, as compared with the previous year, was 4,000,000 lbs. This year (1844) the shipments from China exceed those of 1843 by 3,000,000 lbs. The improved rate of wages in the manufacturing districts may cause an increased consumption, but we are afraid that it will not equal the increased supply.

CANTON PRICES CURRENT.

16TH JUNE, 1844.

IMPORTS.—DUTY PAID.

Alo (best brand)	95 0	to 98 0	per hhd.
Sales of Standard quantities.			
Ambur	10 30	to 11 0	per catty
Buter	5 0	to 6 0	per picul
Canvass—Eng. and	8 0	to 9 0	per bsk
Scotch	8 0	to 9 0	per bsk
Cochineal	130 0	to 0 0	per picul
Copper, sheathing	32 0	to 0 0	"
Nominal			
" S. Am.	20 0	to 0 0	"
Goldage, European	8 0	to 9 0	"
COTTON, Bombay,	5 2	to 7 2	"
sh. pa. Te.	7 0	to 8 0	"
" Bengul	6 6	to 9 0	"
CORTEX.—The market is very quiet, though a considerable quantity of the new staple has arrived. The only sales we can hear of are limited quantities of fresh arrivals at: from teas 7 to 7 short picul.			

COTTON GOODS.

White Shirtings, 40	3 30	to 3 70	per picul
Grey ditto ditto	2 50	to 3 15	"

COTTON GOODS.—The importations by late arrivals have been large, but there is a steady demand in Canton on the coast. The shipments from Hongkong to the north during the two past months are known to have been considerable, though it is impossible to prepare any correct return.

Yarn, Nos. 12 to 20. 23 0 to 25 0 per picul

Cheong Yans—Stock still large, with a languid market.

Chintz Furniture. 2 0 to 4 0 per picul

CHINTZ—A few sales at low rates. Stock heavy.

METALS.

Tin, Banca	16 5	to 17 0	per picul
" Plate	2 30	to 6 25	per box
Iron, Nail	2 30	to 0 0	per picul
" Hoop	2 50	to 2 70	"
" Bar	2 0	to 2 10	"
Stock unprecedentedly large			
Steel	4 0	to 4 50	"

Lead **P.** More enquiry 4 75 to 5 0 "

Quicksilver 120 0 to 0 0 "

OPPIUM, Patna, new, 720 0 to 0 0 per chest

" old, 730 0 to 0 0 "

" Benares, new, 680 0 to 0 0 "

" old, 0 0 to 0 0 "

" Malwa, new, 690 0 to 700 0 "

" old, 0 0 to 0 0 "

" Turkey 380 0 to 0 0 per picul

OPPIUM—Still looking up, with moderate sales at quotations. In Hongkong the price is about 10 above the Canton market.

Pepper 5 80 to 5 50 "

PAPER.—Sales at quotations, stock large

Rice, cargo quality 1 80 to 2 10 "

RICE.—The long drought of spring, and the subsequent very heavy rains have caused much apprehension for the rice crop. Though the importations have been large, the price still keeps up for a fair sample cargo quality, 1 20 may be quoted. Table from 10 to 20 cents higher.

Rattans 8 50 to 4 90 "

RYBATZ.—Price still high, with a fair demand

Goodswood, Malabar, 11 0 to 13 0 "

Timor, 8 5 to 11 0 "

WOOLLENS.

Spanish Stripes 3 10 to 1 25 per yard

Hyson	1,248,359
Young Hyson	1,405,520
Hyson Skin	528,865
Twankey	3,631,059
Imperial	558,219
Gunpowder	1,281,748
Total, 49,210,282	

Cousines of Durlain. Black, 369,222
Green, 1,000 370,222
Total, 49,510,504

COTTON REPORT.

Canton, May 1st to 31st, 1844.
Deliveries. Stock.

Twist	bales	1,146	to 6,021
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American, bales 465 to 79
Bombay, " 10,958 to 77,997
Bengal, " 499 to 6,580
Madras, " 3,579 to 17,922

Total 15,526 103,808
Ship *Begonia* included.

PRICES OF BULLION.

Sycee Silver, large, 3 per cent. premium
" small, 1 to 2 ditto
Spanish Dollars, Ferdinand, par
" Carlos, 8 per cent. for selected.
Republican ditto, 3 to 4 per cent. discount.
Very scarce.

EXCHANGE.

Bills on London at 6 months sight, 4s. 4d.
H.M. Plenipotentiary on the Bengal Govt., Treasury closed
Court of Directors accepted on ditto, 60 days, have been offered at 225 per \$100. Difficult of Sale
Private Bills on Bengal at 60 days

FREIGHTS.

To London or Liverpool, 50 per cent. of 50s.
To Out-ports, 10s. per ad. additional
But *Begonia* has improved. The average of a charter at 65s. per ton having been refused. The available tonnage in China is small, but for some months the demand will also be moderate.

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