



Terms of Subscription to the "Friend of China and Hongkong Gazette," per annum \$12. Six months \$7. Three months \$4; all paid in advance. Credit prices, \$14, \$9. 50, and \$5, for the periods of twelve, six, and three months respectively: Single numbers to Subscribers 25 cts. each, to Non-Subscribers 1 Rupee. Parties calling or sending to the office for papers are requested to pay cash. Terms of Advertising.—Ten lines and under \$1; additional 10 cents per line. Repetitions one third of the first insertion. Advertisements to have written on the face of them, the number of times they are required to appear, otherwise they will be published until countermanded. In all instances, those who are not Subscribers, must pay in advance.

**FOR THE STRAITS AND MADRAS.**

**S**ail immediately, the Bark **DE-FIANCE**, Captain Hall. For freight or passage apply to Messrs. **JARDINE MATHESON & Co.** on board. Victoria, 22nd October, 1844.

**T**HE **SULIMANY**, Capt. Monk, at Whampoa, will load for Calcutta and be dispatched from Macao, touching at Hongkong for any Cargo, that may offer on 1st Nov. Apply to **DENT & Co.** Victoria, 11th Oct., 1844.

**T**HE **A I**, ship **HINDOSTAN**, Capt. Bowen, will load at Whampoa for London with all despatch, she has good poop accommodation and carries an experienced Surgeon. For Freight apply to **DENT & Co.** at Canton, Macao, and Hongkong. Canton, 29th August, 1844.

**FOR FREIGHT OR CHARTER.**

**T**HE new **A. I.** fast sailing Ship **CO-ROMANDEL**, Capt. Chas. Cunningham, 765 tons per Register, and now lying at Whampoa. Apply to **DENT & Co.** Victoria, 26th September, 1844.

**FOR FREIGHT OR CHARTER.**

**T**HE **A. I.** Bark **CHRISTINA**, Capt. Primrose, 351 tons per Register, now at Whampoa. Apply to **DENT & Co.** Victoria, 26th September, 1844.

**FOR FREIGHT OR CHARTER.**

**T**HE **A I** Barque **PAMPERO** Capt. John Roberts, 267 tons per Register. Apply to **LINDSAY & Co.**

**FOR LONDON, FOR PASSENGERS ONLY.**

**T**HE **A. I.** Ship **PERSIA**, Captain Morris, having fine accommodations for Passengers, will leave Whampoa for London on or before the 1st proximo. For Passage apply to Messrs **MACVICAR & Co.** Macao & Hongkong, or **RODNEY FISHER, Esq.** Canton. N. B. Passengers to join the Ship at Whampoa or Macao.

**FOR SINGAPORE AND CALCUTTA.**

**T**HE **Resolution**, Captain Wood, will be despatched for the above Ports, about the 30th instant. For freight apply to **MURROW & Co.** Canton and Macao, or **JAMESON HOW & Co.** Hongkong. Macao, 2nd October, 1844.

**FOR FREIGHT OR CHARTER.**

**T**HE **A. I.** Barque "**ROYAL ALBERT**" Captain Balderstone, of 407 Tons. Apply here or at Canton to **BELL & CO.** Victoria, 9th August, 1844.

**FOR SINGAPORE AND CALCUTTA.**

**T**HE Ship **RUSTOMJEE CO-TOWASJEE**, Captain Hill, and **COWASJEE FAMILY**, Captain Durham, will have immediate despatch. For freight or passage apply to **D. & M. RUSTOMJEE & Co.** Macao, 10th October, 1844.

**TO LET.**

**A** Bungalow, Apply to **RICHARD OSWALD.** Victoria, 7th August, 1844.

**TO LET.**

**T**HE commodious Bungalow at present occupied by Framjee, Jamsetjee Esq.,—The situation is healthy; the house is in a perfect state of repair, having a large compound, and has a fine view of the harbour and shipping. Apply on the premises. Victoria, 22nd October, 1844.

**FOR SALE.**—A Lithographic Press complete, Theodolite, a couple of Azimuth and Steering Compasses, Quadrants, Spy Glasses, and other Nautical Instruments, Two patent Water Closets for Upper and Lower Stores, apply to **N. DUUS.** Victoria, Aug. 13th, 1844. **18 Queen's Road.**

**NOTICE.**—The undersigned is authorized by His Excellency the Commander-in-Chief of H. Majesty's Land Forces in China, to receive all packages addressed to the Officers or Messes of any of the Regiments employed during the late war. **N. DUUS.** Hongkong, 15th April, 1843.

**NOTICE.**—Goods and merchandize of all descriptions received and carefully stored in spacious airy and secure Brick Godowns Insured from fire can be sold upon Commission or forwarded to Canton and Macao by Insurable Lorchas. apply to **N. DUUS.** Victoria, October 5th, 1843.

**FOR SALE.**

**A SUPERIOR** six Octave Piano, by Broadwood and a select assortment of new and fashionable Music. To be viewed at **N. DUUS.** Victoria, 4th October, 1844.

**JUST ARRIVED AND FOR SALE,** at the Godowns of the undersigned—Cocunut Oil, and Java Coffee, (of excellent quality) Apply to **BURD, LANGE & Co.** Victoria, 29th August, 1844.

**IMPERIAL INSURANCE COMPANY OF LONDON.**

**T**HE Undersigned having been appointed Agents in China for the above Company are prepared to accept Assurances in Hongkong. 1st. On Buildings of Brick or Stone, altogether detached from any other, covered with Tile, Slate, Metals or other incumbrable materials, together with their contents, except Cotton or other hazardous goods. Rate of Premium 3 per cent per annum. 2nd. On Buildings of the foregoing description when adjoining to others, in which no hazardous goods are housed. On such the premium will be 1 per cent per annum. 3rd. On Buildings of the latter description, but containing hazardous goods, premium 1 1/2 per cent per annum. Of the first Class Assurance will be accepted to the extents of £ 10,000, on one risk. Of the second & third Class, £ 5,000. A Building and its contents taken together form one Risk, and the above mentioned amounts may be insured either on the building alone or the contents alone, or part on each. No Assurance to be considered in force until the premium be paid. The Undersigned are also authorized to grant policies on Buildings and their contents at Macao and Manila. Parties applying for Insurance will be pleased to send in full particulars of the risk, any deviation from which without the consent of the Company will vitiate the policy. **MACVICAR & Co.** Agents in China. Macao, 27 July, 1844.

**FOR SALE.**

**BILLS** on London at 30, 60 and 90 days, and at 6 months sight, under letters of credit, for sums to suit purchasers. Bills on the Bengal Government by the Hon. Court of Directors, accepted and payable on presentation. Apply to **RUSSELL & Co.** Canton. or **WARREN DELANO JUN.,** Macao. October 2nd, 1844.

**NOTICE.**

**T**HE undersigned have taken the portion of Chinam's Hong fronting the sea, next Mr. Duus's wharf, and will remove there on the 1st proximo. **LATTEY & Co.** Chronometer Makers. Victoria, 27th September, 1844.

**FOR SALE.**—The under Wines just received from Alexander Black London. Fine old Pale and Brown Sherry. Fine old Port. Champagne. **HUGHESDON, CALDER & Co.** Victoria, 8th April, 1844.

**FOR SALE.**—AT the Godowns of Messrs. Fox Rawson & Co., a quantity of Burton Ale in Hhds, from Worthington and Robinson, ex "**John Bibby**." Hongkong, 27th March, 1844.

**FOR SALE.**—From 16 to 32 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** Port Hock (Graefenberg) Claret Champagne, and Cognac Brandy. Apply at the Godowns of **W. & T. GEMMELL & CO.** Victoria, 17th May, 1844.

**ADVERTISEMENT.**

**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. MACKEY.** **Y. J. MURROW.** Canton, 1st June, 1844.

**FOR SALE.**—E. I. Company's Bills on Bengal accepted. Apply to **GIBB LIVINGSTON & CO.** Hongkong, 23d July, 1844.

**ADVERTISEMENT.**

**T**HE Undersigned beg to notify that they have authorized **MR. JOHN LEFFLER**, and **MR. CHARLES W. MURRAY**, to sign for their firm by procuration in Hongkong and Macao. **MURROW & CO.** Canton, 1st June, 1844.

**AMICABLE INSURANCE OFFICE OF CALCUTTA.** THE Undersigned having been appointed Agents in China, are prepared to Grant Policies payable here, in London, Bombay and Calcutta. **MURROW & Co.** Canton & Macao, 10th July, 1844.

**OCEAN MARINE INSURANCE COMPANY.** THE Undersigned having been appointed Agents in China are prepared to grant Policies payable here, in London, Calcutta, Singapore, Madras, Colombo and Mauritius. (signed) **MURROW & Co.** Canton and Macao, 15th August, 1844.

**FOR SALE.**—Bills on London at 6 months by **NYE PARKIN & Co.** Canton, August 10th, 1844.

**FOR SALE.**

**ALLSOP'S** Calcutta bottled Beer, a small batch, Warranted in the finest order. Clarets—highly esteemed Lafite, Chateau Margeaux, La Rose, Padesclau and Hermitage of the finest quality, Champagne, Champagne Brandy, Medium Brown Sherry, and Cherry Cordial; all direct from first hands in Europe. A small parcel of English Cheese packed in lead, just landed from the *City of Derry*, and No. 3 and 4 superior Manila Cigars. Just landed, a small batch of *first rate London bottled Beer*. Apply to **F. H. TIEDEMAN.** At the Stores of Oswald, Disandt & Co. Victoria, 10th July, 1844.

**FOR SALE.**

**MADEIRA** in Pipes from the house of Scott, Penfold & Co., Madeira. Apply to **BELL & Co.** Victoria, 2nd October, 1844.

**ROYAL EXCHANGE ASSURANCE CORPORATION OF LONDON.**

**ESTABLISHED BY ROYAL CHARTER, A.D., 1720.** THE Undersigned having been appointed Agent in Hongkong for the said Corporation, is authorized to accept Assurances on Stores or Godowns and their contents, and also Private Dwelling Houses and their contents as follows, viz.—1st—Built of Brick or Stone, and covered with Tiles, Slate, or Metal, when isolated. **RATE OF PREMIUM, 20s. PER CENT. PER ANNUM.** 2nd—Built and covered as above, not isolated, but divided from the adjoining buildings by entire walls of Brick or Stone to and above the Roof. **RATE OF PREMIUM, 25s. PER CENT. PER ANNUM.** Assurances as above, for six months, three-fourths, and for three months, one-half of the annual rate of premium will be charged. Of the First Class Assurances to the extent of £5,000 only will be accepted on one risk; and of the Second Class, £5,000 only on one risk. A building and its contents form one risk; thus the above sums may in either case be declared all on the Building or all on the contents; or part on the Building and part on the contents. No Insurance is in force until the Premium is paid. **W. BELL,** Agent for Hongkong. Victoria, Hongkong, 24th July, 1844.

**A CARD.**

**DR. B. KENNY**, and **DR. R. WILSON**, beg leave to intimate to the Commanders of ships proceeding to Whampoa, that they have associated themselves in connexion as Medical and Surgical practitioners at that anchorage. China Vessel, moored at the entrance of Bombay Creek in Blenheim Reach. July 1st, 1844.

**FOR SALE AT MACAO.**

**AT LOW PRICES.**

**AMERICAN** Mess Beef, Flour, Cheese in tins. Raisins in half boxes packed in casks. Butter in small kegs. Just landed from ship *Montauk* from New York. **W. P. PEIRCE.** August 22nd, 1844.

**FOR SALE.**

**SUPERIOR** Doe Skin for Trowsers, and Cashmere for Waistcoats of various Patterns. Also some very Light Black Beaver and Velvet Hats. **Curtis's** and **Harvey's** Diamond Grain Gun-Powder and **Walker's** Percussion Caps. **FRYER & LANE.** Victoria, 30th August 1844.

**BILLS ON INDIA.**

Notice is hereby given, that Bills drawn by His Excellency the Governor on the Supreme Government of India, continue on Sale, and that the rate of Exchange fixed for the month of October is Two Hundred and Eighteen Rupees for One hundred Republican Dollars, or Two Hundred and Twenty five Company's Rupees. **EDWARD PINE COFFIN, C. G.** Commissariat, Victoria, 30th September, 1844.

**FOR SALE.**—Just arrived ex "*Royal Albert*" a Superior assortment of Oilmen's Stores—from the well known House of Crosse & Blackwell—Consisting of Hams, Cheese, Wits Bacon, Tart Fruit, Jams, Jellies and Pickles and Sauces of all descriptions. Also, Shortly expected per *Foam* a quantity of Gentlemen's Wearing apparel (not slop made, but of first quality) consisting of Dress, Frock and Great Coats, Waistcoats, Trowsers, Hats, Boots, and Shoes &c. Now on hand a few Kegs of very Superior, Tongues and Butter,—and a few Bags of Shot. **FRYER & LANE.** Victoria, October, 8th, 1844.

**JUST** received by the undersigned. A few superior No. 3 Manila Cheroots, of 1842 manufacture. **ROBERT LOWRIE.** Victoria, 2nd July, 1844.

**JUST** received by late arrivals. A small quantity of superior Sherry and Port Wine, in 3 doz. cases, superior Sparkling Champagne, in 1 doz baskets; Pale and Dark Brandy; English Shoes; Towelling, Crockery, and Glass ware. **ROBERT LOWRIE** Victoria, 2nd July, 1844.

**JUST RECEIVED**, and now open for Sale, at **R. LOWRIE'S** Store a splendid assortment of Gentlemen's Ready-made Clothing consisting of Coats, Chesterfields, Trowsers, Satin and Silk Vests, Silk and Satin Stocks, and Ties, Glengarrey and Travelling Caps; and a few very superior Cloth Caps; also, some very superior Ladies white French Sattin Stays, and a variety of other articles, at moderate prices. Victoria, 2nd August, 1844.

**JUST IMPORTED & FOR SALE BY C. MARKWICK.**

**ENGLISH** Bottled Ale in Casks of 4 dozen each **Hodgson's** Pale Ale in Hhds. Victoria, 6th September, 1844.

**JUST IMPORTED AND FOR SALE BY C. MARKWICK.**

**A SMALL** Batch of Allsops English Bottled (India Ale) in cases of 3 doz each. Victoria, 8th October, 1844.

**FOR SALE.**

**A SMALL** supply of Diaper Towelling, Table Napkins, Shawls, Ladies Stockings and Capes. **McEWEN & Co.** Victoria, 3rd October, 1844.

**FOR SALE.**

**FINE** Old Port and Sherry, superior Cognac, Claret, Scotch Whiskey, Beer and Porter in 4 doz packages, Salmon in tins and kegs, patent Barley and Oatmeal, Jams and Jellies, bottled Fruits, Pickles and Sauces, dried Herrings, &c. &c. **McEWEN & Co.** Victoria, 3rd October, 1844.

**FOR SALE.**—A small quantity of Cumberland Hams (*newly landed*), and Gloucester Cheese, A select batch of Barclay and Parkin's best Porter, in quarts and pints. **McEWEN & Co.** Victoria, September 2nd, 1844.

**WHAMPOA HOSPITAL.**

**FOR** the greater convenience of Vessels lying in the Whampoa and Blenheim reaches, the Hospital Vessel is moored off the Bombay Creek. **M. O'SULLIVAN,** Member of the Royal College of Surgeons, London AND **E. K. KANE, M.D.** Graduate of the University of Pennsylvania, Philadelphia, Resident Surgeons. Whampoa, 3rd February, 1844.

**MESSRS EMERY & FRAZER**, inform the public that they are now ready to attend to the repair of Vessels and will furnish at their yard all the Materials necessary for that purpose. They offer for sale.

White Pine Lower masts from 16 to 22 in, Pitch pine topmasts all sizes, Pitch pine Bowsprits 24 in. and under, Yards of all sizes, White and pitch pine and oak plank from 2 to 5 in., White pine deck boards, Hard pine flooring boards, Oak knees for boats and ship, Pitch, Tar, Hoop, Oakum, Spikes and Nails, Grindstones, Oars; Iron work of all kinds made and repaired by experienced workmen. All orders left with **C. W. Bowra, Esq.** Victoria or **Wm. P. Pierce, Esq.** Macao, executed with dispatch. Victoria, August 2nd, 1844.

GOVERNMENT PROCLAMATION.

Notice is hereby given to all persons in this Colony holding property under the Crown, and who have been required by Notice in writing to pay up the arrears of Rent due by them for the same, that, if the above requisition is not immediately complied with, the necessary legal steps will be taken against them by the Attorney General to compel payment.

By order,
FREDERICK W. A. BRUCE,
Colonial Secretary.

Victoria, Hongkong,
24th October, 1844.

GOVERNMENT PROCLAMATION.

His Excellency the Governor having received Her Most Gracious Majesty's command, conveyed through the Right Honourable Lord Stanley, Secretary of State for the Colonial Department, to give publicity to the annexed Treaty of Commerce and Navigation, concluded between Her Majesty and the Grand Duke of Oldenburg, the same is hereby published accordingly.

By order,
FREDERICK W. A. BRUCE,
Colonial Secretary

Victoria, Hongkong,
24th October, 1844.

TREATY OF COMMERCE AND NAVIGATION BETWEEN HER MAJESTY AND THE GRAND DUKE OF OLDENBURG.

Signed at London, April 4, 1844.

(Ratifications exchanged at London, April 30, 1844.)

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, on the one part, and His Royal Highness the Grand Duke of Oldenburg, on the other part, being equally animated by the desire of extending the commercial relations between their respective dominions, have agreed for this purpose to conclude a Treaty of Commerce and Navigation, and have named as their respective Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable George Earl of Aberdeen, Viscount Gordon, Viscount Formartine, Lord Haddo, Methlick, Tarvis, and Kellie, a Peer of the United Kingdom, a Member of Her Majesty's Most Honourable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Her Majesty's Principal Secretary of State for Foreign Affairs; and the Right Honourable William Ewart Gladstone, a Member of Her Majesty's Most Honourable Privy Council, a Member of Parliament, and President of the Committee of Privy Council for Affairs of Trade and Foreign Plantations;

And His Royal Highness the Grand Duke of Oldenburg, the Sieur Henry Frederick Tiarks, Knight of the Oldenburg Order of the House and of Merit, Chargé d'Affairs of His Royal Highness; Who, after having communicated to each other their respective full power, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

From and after the date of the exchange of the ratifications of the present Treaty, British vessels arriving at, remaining in, or departing from, the ports of the Grand Duchy of Oldenburg, and vessels of the Grand Duchy of Oldenburg arriving at, remaining in, or departing from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, shall be subject to no other or higher dues or charges of whatsoever nature they may be, than those which are now, or shall hereafter be imposed upon national vessels, on their arrival at, during their remaining in, or on their departure from such ports.

ARTICLE II.

1. All articles of the growth, produce, or manufacture of the dominions of His Royal Highness the Grand Duke of Oldenburg, which are or shall be permitted to be exported from the ports of Oldenburg in vessels of Oldenburg, shall likewise be permitted to be exported from those ports in British vessels, either to the ports of the United Kingdom or of Her Britannic Majesty's possessions abroad, or to the ports of any other foreign country.

2. All articles of the growth, produce, or manufacture of the dominions of Her Britannic Majesty, which are or shall be permitted to be exported from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, in British vessels, shall likewise be permitted to be exported from those ports in vessels of Oldenburg, either to the ports of Oldenburg, or the ports of any other foreign country.

3. All articles of the growth, produce, or manufacture of the dominions of His Royal Highness the Grand Duke of Oldenburg, which are or shall be permitted to be imported in British vessels, from the ports of Oldenburg, or from the ports of any other foreign country, into the ports of the United Kingdom of Great Britain and Ireland, or from the ports of Oldenburg into the ports of Her Britannic Majesty's possessions abroad, shall likewise be permitted to be imported in vessels of Oldenburg.

4. All articles of the growth, produce, or manufacture of the dominions of Her Britannic Majesty, which are or shall be permitted to be imported into the ports of Oldenburg in vessels of Oldenburg, shall likewise be permitted to be imported into those ports in British vessels, either from the ports of the United Kingdom of Great Britain and Ireland, or Her Britannic Majesty's possessions abroad, or from the ports of any other foreign country.

ARTICLE III.

All articles whatsoever which can be legally imported into the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, in vessels of Oldenburg, or into the ports of Oldenburg in British vessels, shall, on their importation, be subject to the

same duties of importation, dues, and charges, and be entitled to the same bounties, drawbacks, and allowances, whether such articles be imported in vessels of the one or of the other country.

ARTICLE IV.

All articles whatsoever which can legally be exported from the ports of the United Kingdom of Great Britain and Ireland, or of Her Britannic Majesty's possessions abroad, in vessels of Oldenburg, or from the ports of Oldenburg, in British vessels, shall, on their exportation, be subject to the same duties of exportation, dues, and charges, and be entitled to the same bounties, drawbacks, and allowances, whether such articles be exported in vessels of the one or of the other country.

ARTICLE V.

In consideration of British vessels, together with their cargoes, being by the laws of Oldenburg admitted to entry in the ports of Oldenburg, when coming from the ports of all countries; and in consideration of British trade and navigation with Oldenburg being placed upon the footing of the most favoured nation; having regard also to the facility which the application of steam power to inland navigation affords for the conveyance of produce and merchandize of all kinds up and down rivers, and to the new opening which may by these means be given to the trade and navigation between the United Kingdom and Her Britannic Majesty's possessions abroad, on the one hand, and the Grand Duchy of Oldenburg on the other;—it is agreed that vessels of Oldenburg, together with their cargoes, consisting of all such goods as for the time being may or can be legally imported into the United Kingdom and Her Britannic Majesty's possessions abroad by the said vessels, from any port of Oldenburg, shall, when coming from the ports of the Elbe, the Ems, the Weser, or the Meuse, or any other navigable river between the Elbe and the Meuse, be admitted into the ports of United Kingdom and of Her Britannic Majesty's possessions abroad, on the same terms as if the ports from which such vessels may come as aforesaid, were within the dominions of the Grand Duke of Oldenburg; and such vessels shall be permitted to import such goods as aforesaid upon the same terms on which such goods might be imported if coming from the ports of Oldenburg; and also, that such vessels proceeding from the United Kingdom, or Her Britannic Majesty's possessions abroad, to the ports aforesaid, shall be treated as if returning to a port of Oldenburg.

And it is hereby agreed, that the privileges granted by the Vth Article of this Treaty, shall continue only so long as British vessels and British trade and navigation shall continue to enjoy the advantages, in consideration of which the said privileges are hereinbefore mentioned to have been conceded.

And further, that the said privileges shall extend and be continued to the vessels of Oldenburg, in respect to the ports referred to in this Article, only so long as British vessels and their cargoes shall, upon their arrival thereat, during their remaining therein, and upon their departure therefrom, be placed upon the same footing as vessels of Oldenburg.

ARTICLE VI.

The present Convention shall be in force until the 1st of January, 1848, and further for the term of six years, provided that neither of the High Contracting Parties shall have given to the other six months' notice that the same shall cease to be in force on the said 1st of January, 1848; and if neither Party shall have given to the other six months' previous notice that the present Convention shall cease on the 1st of January, 1848, then the present Convention shall further remain in force until the 1st of January, 1854; and further, until the end of twelve months after either of the High Contracting Parties shall have given notice to the other of its intention to terminate the same, each of the High Contracting Parties reserving to itself the right of giving such notice to the other. And it is hereby agreed between them, that at the expiration of twelve months after such notice shall have been received by either Party from the other, this Convention, and all the provisions thereof, shall altogether cease and determine.

ARTICLE VII.

The present Convention shall be ratified, and the ratifications thereof shall be exchanged at London at the expiration of two months, or sooner if possible.

In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the Seals of their Arms.

Done at London, the fourth day of April, in the year of our Lord one thousand eight hundred and forty-four.

(L.S.) ABERDEEN.
(L.S.) W. E. GLADSTONE.
(L.S.) H. F. TIARKS.

BUILDING CONTRACT.

NOTICE is hereby given, that tenders will be received at this Office until the 12th November at noon, from such persons as may be willing to contract for Building two ranges of Barracks near the East Battery at this place.

Separate Tenders are to be made for each range, and no tender will be entertained except from a Builder of known experience, or capable of producing respectable testimonials from Europeans, either of Canton, Macao, or Singapore, shewing that they are duly qualified as Builders. Security will also be required for the performance of the work according to the plans and specifications, which may be seen at the Office of the Commanding Royal and Superintending Engineer, on and after the 28th Instant.

EDWARD PINE COFFIN, C. G.
Commissariat, Victoria,
25th October, 1844.

NOTICE.

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

Table with columns: LATEST DATES, ENGLAND, UNITED STATES, CALCUTTA, BOMBAY, SYDNEY, MADRAS, BATAVIA, SINGAPORE, MANILA, CEBUAN, SHANGHAI, FOOLYOW-FOO, AMOI.

THE FRIEND OF CHINA, AND HONGKONG GAZETTE.

VICTORIA, SATURDAY, OCTOBER 26th, 1844.

NOTICE.—A Mail for England via Bombay by the "Seydlitz" closes at this Office at 5 P. M., Saturday 26th Inst. Post Office, Victoria, 25th Oct., 1844.

NOTICE.—In consequence of the repairs, which are being carried forward on the building used as the Colonial Church, there will be no Service until further notice.

VINCENT STANTON, Colonial Chaplain.

We merely notice Sir, Henry Pottinger's answer to the address from the Bombay merchants, so say, that it is gratifying to hear, he has so decidedly expressed his opinion on the Opium question. We intended to have made a few remarks upon the subject, which we must defer until our next issue.

We are happy to see that, the Hon. Colonial Secretary, has recovered from fever so far as to resume his evening rides. We are not much given to flattery, and we only speak the truth, when we state, that his indisposition was a matter of general regret, and that his recovery gives general gratification. From the disorganised state of the colonial office, when Mr. Bruce arrived, his duties have been unusually arduous, and may in some degree have been the cause of his indisposition, but we believe he has used every exertion to put the establishment in a proper and efficient condition. From the urbanity of his manners, and attention to the duties of his important office, Mr. Bruce pleases all who are brought into contact with him, and it will be known with satisfaction, that his sickness has not been so severe, as to call for a voyage to Europe, thought it may be necessary to visit Macao, for that change of air, which every where is so much required after an attack of fever.

MACAO.

Keying was to leave Macao for Canton on the 23rd. The result of his negotiations with the French Plenipotentiary is not known, it is rumoured that there are some obstacles, which may be difficult to surmount, unless His Excellency M. Lagrenze is more moderate in his exactions. The French Steam frigate, it is said, sails for the north immediately.

Keying is well disposed toward the Portuguese of Macao; we hear they will be allowed to hoist their flag in the Typa immediately, and that Macao will be made a free port, so far as to permit foreign vessels into the inner harbour.

CANTON.

In a letter of Oct. 23rd from a Canton friend, we hear that a large fire which broke out at half past four upon that day, about five streets behind the Factories, destroyed thirty to forty houses in the neighbourhood of Curiosity street and Phisic street. It was luckily got under soon after daylight, but was sufficient to create considerable alarm amongst the foreign community; packing up and obtaining fast boats for refuge was the order of the day. The damage is estimated at about \$100,000.

It did not require the publication of the pamphlet with which the Prince de Joinville has recently delighted his countrymen, to convince us, that to Frenchmen of all classes, the very name of England is an abhorrence. They rejoice to hear of our distress, and they grieve at our prosperity. The Prince is no doubt a very clever fellow in his way, and probably can handle a ship about as well as he has proved he can handle a pen, and of unopposed he would burn, sink and destroy in the most approved style. It is not our intention critically to review his pamphlet—but we would notice one extraordinary miscalculation. When speaking of a fleet of armed Steam Ships being able to steal out of a French port, under the cover of night, unperceived by the British squadron, and when gloating over the imaginary devastation and havoc they would commit on the shores of England before morning, the gallant Frenchman forgets, that his fleet of Steamers would have to get back again. Where does he suppose, the hundred and odd Steam frigates of England would be, when their hereditary foes were sacking the towns and burning the hamlets of their native land? We think we could tell where they (the French) would soon be—they would be quietly moored in one of our sea ports with the Union Jack flying where lately had flaunted the tri color—and the second son of the King of the French, would find himself a prisoner in that country, were so many of his family have found a refuge in their distress.

It is a fact galling to the pride of the French that, in all their wars with England, they have been beaten. From the battles of the Edwards to those of the Georges, from Cressy to Waterloo—in France, in Germany, in Egypt, in Spain, in India and in Canada, the troops of England have invariably vanquished those of France. On the Ocean, though they had at onetime an immensely superior force, they cannot boast of a single naval victory, obtained by a French over a British fleet. Their nearest approach to victories have been escapes from the foe they dared not encounter. The many splendid victories which Nelson obtained over the Navy of France were concluded at Trafalgar; there France was annihilated as a maritime power—and there, the man who had so often humbled her pride, fell in the hour of triumph, the last sounds of which he was sensible, being the cheers of his gallant

comrades, as flag after flag was struck or hauled down.

For thirty years France has brooded over her defeats. She has slowly but steadily rebuilt a fleet, superior in every respect to those she had taken from her. Confident in her own strength, and knowing that, in the event of a war with England, she will be backed by at least one, of not both of the two other maritime powers (Russia and America) she is again anxious to enter the arena of deadly strife with perfidious England. The flimsy veil which at present attempts to cover the inward working of the mind (if we can so express it) of the French nation will soon be torn aside, and war, bitter and fierce, will again disturb the tranquility of the civilized world.

That England wishes for peace, no man who studies her history since the brilliant termination of her last great war can for a moment doubt. She does not wish for war, but she is prepared for it. She knows, that the knell which proclaims the death, of the feeble old man, now on the throne of France, will also proclaim that the long pent up feelings of Gallic hatred are at length untrammelled and that France will again measure herself with her old antagonist. Some "untoward event" may cause a war even during the life time of Louis Philippe. It was lately announced in the French ministerial papers, that his Majesty, was highly displeased with his second son on account of his silly pamphlet; and as a mark of that displeasure, in a few days he was promoted to the command of a fleet, sent on very delicate service. This appears to be rather a curious way of showing displeasure. It is bribing the spoiled child to behave better in future. An English fleet has been sent to watch the movement of this Royal Admiral, whose strong buccaneering propensities, as exhibited in his pamphlet, have so recently amused Europe and delighted that part of it which claims the respectable name of France. A collision between those fleets is not impossible, nor considering who commands one of them is it even improbable. Should such an event occur immediate warfare is inevitable. France will be in a state of excitement, which even Louis Philippe cannot quiet—and John Bull, though he may take the matter apparently more coolly will "peel" for the fight, and enter the ring with the firm determination to punish his antagonist at any price.

We cannot foresee—taking it for granted that we must have war with France—where the field for military operations will be; but when we remember that, the legitimate heir to the throne, is as bold young man, anxious to be restored to his country and kingdom,—and when we remember that, after the death of the present King (who strictly speaking is a usurper) the crown will fall to a child, and France be ruled by a Regent with limited power—we may almost state with certainty that, the white flag of the house of Bourbon will again be raised in the South of France, and the Prince of Bourdeaux be proclaimed Henry the 5th. In the south his family have always been beloved by the people, who would rally round his standard, and backed by thirty thousand British troops, with a powerful British fleet on the coast, he might in a short time find himself on the throne of his ancestors.

It is on the ocean, however, where the war will be fiercest and most deadly. There will be a bold attempt to destroy the naval supremacy of England, and when that attempt is unsuccessful—and it will be unsuccessful—the Navy of France will be again annihilated, and the 50 Ships of the line and 25 frigates owned by Russia, will either find their way to British ports as captives, or be destroyed in the Baltic and Black seas. This is not the mere language of idle boasting, or national conceit. We turn to facts in support of our assertion that, Great Britain single handed, on the Ocean, is a match for the world, and that if there should be a combination of the maritime powers to destroy her Navy they will be foiled. We will first view our Navy numerically, as compared with those of France and Russia united. We will then enquire into the resources which the three countries have for manning their navies, and the amount of their commercial shipping, which is the true nursery for seamen, and without which, it is impossible after the destruction of one fleet to man another for many years.

The Navy of Great Britain, consists of 120 sail of the line and 140 frigates. In addition to this she has about 250 Sloops of war, Brigs, and Schooners, many of them not to be excelled by any vessels of their class afloat. The new Sloops are more than equal to the old 29 guns frigates, and the new Brigs, more than equal to the old Sloops; the Schooners are unsurpassed for fleetness, and on the coast of Africa they are found to beat the fastest Slavers. Of Steam Ships-of-war there are 41 in commission, 44 in ordinary and building, and 25 in the packet service—this does not include the Steam Ships in the Hon. Company's service, some of which are of the first class, and all of them, in the event of war, would be available. England has another source from which she can at once draw a powerful fleet of Steam frigates of the first class. It is well known, that the West India Steam packets, consisting of 14 vessels of 1700 tons,—capable each in an emergency of transporting 1,000 troops—are at the disposal of Government. They were built in every particular as first class frigates, ports and all complete. In a few days they could have their guns put on board; the Engineers and part of the crew are already attached to the Ship, so that in a very short time they would be all ready for service. The same regulation is made with the North American

Steam packet Company, and the Peninsular and Oriental Company, and there is not the slightest doubt, that from the other Steam Navigation Companies' services of 100 vessels, of from 500 to 1000 tons burden, could at any time be secured. Add to the fact of our actually having such an overwhelming Steam fleet at our disposal, the further fact that these vessels have all already practical sea-going Engineers on board, and we are satisfied that it is not in the power of France, Russia, and the whole maritime states of the world to defeat Great Britain on her own element.

We turn to the Navies of France and Russia. In 1840—and we possess no later statement—their united force was Ships of the line 108, Frigates 101. There has no doubt been something added to this force during four years, but not more than to put them on a par with England in Ships of the line, and certainly not equal in frigates. Of the small vessels we have no correct return, but in number they will fall far short of those owned by England.

It is worthy of remark that at the period to which we allude (1840) the world (exclusive of Great Britain) could only boast of 175 ships of the line and 195 frigates; England at that period had 120 of the former and 140 of the latter. France is said to have ninety Steam ships of war, many of them powerful vessels, and all of them quite fit for actual service. Of this class of vessels Russia has in the Baltic 15 including the Kamschatka built in America. With the exception of the one we have named, they are all very indifferent vessels, though considered fit for sea service. On the Black sea, the Government steamers are 17 in number. They are nearly all British built, and much superior to those on the Baltic station. The Russian Steam fleet by a recently published statement was exactly thirty two vessels, many of them very indifferently equipped, and those who had not foreign Engineers on board, neglected from the incompetence of the men in charge. In addition to this fleet, it is probable, that in the event of a war the Russian Government would procure all the private steam vessels which navigate the Baltic, but collectively they only number about 50, and many of them would be quite unserviceable. It is remarkable, that both in the Baltic and Black-sea, the only fuel used is Newcastle coal. Wood is found to be more expensive, and from its bulk, a vessel cannot carry a sufficient quantity, to enable her to leave the coast. France and Russia have collectively from 120 to 130 Government Steam vessels. They might impress the services, of from fifty to eighty, from private companies, and swell the amount to a couple of hundred. England, as we have already shown, has of Government Steamers 110. She has available for immediate service, 20 of not less than 1200 tons burden each, belonging to Government Mail contractors—she has the Indian Steam Navy to protect her commerce in the east, and in an emergency, she could procure 100 private Steamers, superior in speed, equal in machinery, and as strongly built as second class Steam frigates.

We have thus shortly viewed the sailing and steam fleets of England, France and Russia; we now turn to the sources from which those fleets are manned. It is not enough that, a great naval power, can send out twenty or thirty ships of the line, manned with good men, she must also be able, in the event of losing that fleet and those seamen, to supply their place with others immediately. In modern days, it is from the commercial Navy of every country, that fleets are manned, and with the exception of the United States, ships of war have native born crews. In round numbers, the commercial navy of Great Britain, amounts to 27,000 vessels of above 30 tons, manned by 220,000 seamen. Of fishermen and crews of coasters, under the tonnage named, there are 150,000; We have thus 370,000 British born subjects, who come under the denomination of seafaring men, and it is no boast to say that as Seamen they are equal to any in the world.

France has a commercial marine of 5,000 vessels above the burden of 30 tons, amounting in all to 600,000 tons. Of seamen, men-of-war's-men, fishermen and boatmen, including the superannuated, she has 90,000. Russia can scarcely be said to have any mercantile navy. The small vessels and boats, which navigate the Baltic and Black sea are, manned by 10,000 Finns. Her fleet boasts of 50,000 men, recruited from the army, and of the whole number there are very few that would be rated A. B. on board either a British or American ship of war. The Russian naval officers are even inferior to the men as sailors. It is stated, on what we consider good authority, that with the exception of two or three vessels, who are sent to foreign stations with the best of their officers on board, there are very few Russian naval officers who can even manœuvre a ship, and that when caught in a gale of wind it is no unusual thing for the Captain to advise with some of the most experienced common sailors as to what ought to be done. The jealousy of Russia has induced her to exclude foreign officers from her navy, though in the past century, they were the men who led her ships into action in her wars with Turkey, and obtained for her many victories. The bold renegade Paul Jones, the fiery Elphinstone, and the gallant Duchman (Heyden) who commanded the Russian fleet at Navarino were all foreigners. In the present Russian Navy list, we see many English names, but they are either superannuated officers, or Russian born subjects, who have been brought up in the service of that country.

We have endeavoured impartially to give a sketch of the Russian, French and British Navies, with the resources of the respective countries, and we again express our belief that England is not only able to cope with them, but that in naval warfare she has nothing to fear from the combined fleet of the world.

The triennial Literary Examination here closed on the 18th inst. Of the seven thousand and odd candidates, seventy one were raised to the rank of Key-Jin, the second step in the "cloudy ladder." The surname of the first on the list of successful candidates is Lin, no relation however of the celebrated Lin. Their ages are as follows.

Table with 3 columns: Age range, Number of students, and Average age.

The themes given them for composing essays upon were.

- 1. The superior man, possesses general benevolence without selfish partiality. The mean man is selfish and destitute of general benevolence.
2. Vast and flowing as the Ocean (is the way of the Sage). It issues forth and nourishes all things! It exalted even to Heaven.
3. He who has abundant talents, in his leisure cultivates the principles of filial duty and fraternal affection,—of fidelity and truth; that at home he may serve his father and elder brothers, and abroad serve his seniors and superiors.

Canton, 20th Oct., 1844. J. M. D.

SHIPPING INTELLIGENCE.

ARRIVED.

- OCTOBER 20—Cincinnati, Wilson. Liverpool at Macao.
22—Dhur. Cumberland, Calcutta.
22—Margarette (Brn.), Klencke, Bremen.
22—Shepherdess, Poole, Shanghai.
23—Bombay Castle, Fraser Bombay.
23—Louisa (Spn.), Tasso, Macao.
23—Valparaiso (Am.), Engle, New York at Macao.
25—Ronaldson, Drew, New York.
25—Time, Grizwold, Macao.
25—Greyhound, Hutchinson, Madras.

SAILED.

- OCTOBER 22—Mazeppa, Fraser, Shanghai.
23—Robert Pulsford, Robinson, Whampoa.
23—Pampero, Roberts, Whampoa.
23—Osprey, Hunt, East Coast.
25—Duchess of Buccleugh, Straker, London.
25—Possidone, Valentine, East Coast.
25—Warlock, Jauncey, East Coast.
25—Sam, Taylor, East Coast.

UNDER DESPATCH.

- Elizabeth Ainslie, Singapore.
Worcester and Defiance, Madras.
Sultana (to-morrow), Caledonia, Earl of Balcarras, Good Success, and Coreyra, Bombay.
Hindostan and Persia, London.
Edmondstone, Rustumjee Cowasjee, Sulimany, Cowasjee Family, and Resolution, Singapore and Calcutta.
Louisa (Spn.), and H. M. T. S. Alligator, Manila.

The Ronaldson from New York, touched at Angier 17th September, H. M. Brigs Pelican and Harlequin arrived at Anger the same day, and would proceed to England in 3 days. Spoke Ship Helena Benjamin from New York for Valparaiso with sprung mainmast and would put into Rio for repair, was in company in the Indian Ocean and 10 days in China Sea with Ship Delhi, Williams from New York to Manila.

The Greyhound from Madras, arrived at this port 25th, experienced a heavy gale of wind in the China Sea, carried away her figure head and, part of her bulwarks.

The Ship Cincinnati, 105 days from Liverpool September 29th, off Angier, spoke Barque This Fielding from Liverpool for China. October 9th, off Great Natuna, spoke the Barque Echo from Calcutta for Canton, and Barque Bintang from Amoa for Singapore, in the Palawan passage spoke the Ship Louisa from Bombay for Amoy.

Passengers per Bombay Castle left Bombay 23rd August, Max. Fischer, Esq., Lady and Children, Mrs. Willaume, Mrs. Fraser and Child.

MANILA SHIPPING.

ARRIVALS.—October 2nd, Isabella Thomson, from Hongkong in 14 days; 3rd, Bazar, Macao in 8 days; Mary Ellen, Macao in 5 days; 4th, Bull. Sandwich Islands in 55 days; 6th, Augustina, Van Diemens land in 62 days; 7th, San Pablo, Macao in 9 days; Esperance, Amoy in 11 days; 8th, Mermaid, Macao in 9 days; Gitana, Macao in 11 days; 9th, Vanguard, Hongkong in 9 days.

SAILED.—September 29th, Musford for Sydney; October 2nd, Victoria, Chira; Fanny Connel, Amoy; 3rd, Shah Allum, Singapore; 4th, Bermondsey, China; 5th, Rosario, Amoy; 8th, Margaret, Pacific; 9th, Carmen, Amoy; 10th, Paragon, Amoy.

VESSELS IN VICTORIA HARBOUR.

- Defiance 511, Hall, Jardine Matheson & Co.
Gazelle (Am.), 115, Chase.
Kelpie, Bellamy.
Dumfries, 468, Thompson.
Stork, 329, Miller.
Elizabeth Ainslie, Syster.
Sylph, 306, McDonald.
John, 430, Osterberg.
Ariel, 102, Macfarlane.
Bombay Castle, 609, Fraser.
Young Queen, 85, Fletcher, Larkins & Co.
Shepherdess, 295, Poole.
Worcester, 636, Rickford, Russell & Co.
Engle (Am.), 323, Sherman.
Coquette, (Am.), 457, Eldredge.
Sappho, 446, Dunlop.
John O'Connell, 429, Robinson, Turner & Co.
Dhur, 300, Cumberland, Lindsay & Co.
Greyhound, 348, Hutchinson.
Margarette (Brn.), Kennedy, McGregor & Co.
Fuei, Sando, Lancaster, Gibb Livingstone & Co.

- Carsejee Cowasjee, 335 Campbell, D. & MRustumjee.
Royal Exchange, Hubertson.
Hersey, Easterby, Anderson, Chalmers & Co.
Royal Albert, 650, Scanlan, Macvicar & Co.
Tuscan, 181, Blackett, Bell & Co.
Cacique, 171, Eldred Fearon & Co.
Sultana, 905, Wadge, Dadahboy.
Linnel, 100, Phillip. E. F. Frazer.
Cowasjee Family, 430, Durham. do.
Aurora, 104, Gray, J. Hudson.
Time, 156, Grizwold, Murrow & Co.
Ronaldson, Drew, Olyphant & Co.
Louisa (Spn.), Tasso. N. Duus.

BIRTH.

On the 25th Inst., the Wife of Rowland Rees Esq., Clerk of works Rl. Engn. Department of a Son.

MARRIAGE.

On Monday the 7th October at the British Consulate Ningpo by Robert Thom Esq., Her Majesty's Consul for Ningpo, Patrick Hague Esq., 4th son of Barnard Hague Esq., of York, to Mary, youngest daughter of Edward Rea Esq., of Ludlow in the County of Shropshire. Ningpo, October 7, 1844.

DIED.

On the 27th Instant at the Hospital Victoria Mr. H. LESTER.



FOR SALE.

THE New American Clipper Ship Howqua, built in New York by Messrs. Brown and Bell (Builders of the Schooner Mazeppa) in the most substantial manner, under the immediate inspection of Captain Palmer. Of Live Oak, Locust, Cedar and white Oak. Length 142.4 inches. Breadth 30.4. Depth 16.10. Registering 582.82.95 Tons. This ship is one of the fastest vessels in China, with a half poop cabin; having superior accommodation for passengers, and is in complete order for any voyage, is now lying at Whampoa where she can be examined. For terms apply to RUSSELL & Co, Canton, or WARREN DELANO JUN., Macao. 25th October, 1844.

THE Undersigned returns her thanks to the Ladies of Victoria for their Patronage since she commenced business here as a Dressmaker, and has much pleasure in soliciting their attention, and that of the Gentlemen, to a splendid assortment of fashionable Goods, received direct from Glasgow, consisting of Tartans, viz: Victoria, Queen's own, Prince Albert, Eglinton, Meg Merles, Napier, Argyle, Robert Burns, 42nd, Wellington, Gahenbuzie, Clunie, Royal Stewart, McDonald, and a variety of other fancy Tartans, Also a superior assortment of Scotch Tweeds, Silk Umbrellas, Navy Caps, Gentlemen's shooting Coats, superfine Blue cloth, and superior Drab Hats of the latest fashion.

MRS. G. HUMIE, DRESSMAKER.

Queen's Road, Victoria, 25th Oct., 1844.

NOTICE.

THE Undersigned beg to announce, that on Monday first, the 28th instant, they will open for inspection the following extensive assortment of goods just arrived by the John O'Gaunt, namely:— London ready made Clothing, Boots and Shoes, Buckskin Cloths of various kinds, London and Parisian Hats, made for India and China, Navy Caps, Umbrellas; a Select Stock of Stationery, Guns and Pistols, by the first English Makers, Telescopes, Solar Lamps, and Chandeliers; a choice selection of the latest English Engravings, Coloured and Plain.

ALSO.

Superior York and Cumberland Hams, Double Gloucester and Cheshire Cheese; Bacon, Butter in Jars, Jams, &c. and a variety of other goods.

McEWEN & Co. Queen's Road.

Victoria, 25th October, 1844.

PUBLIC AUCTION.

McEWEN & Co, will sell by Auction, on this day 26th inst, at 11 o'clock A. M., at their Sale room, Queen's Road,—

A quantity of Slop Clothing consisting of Pilot-cloth Coats, Pea Jackets, Blue Serge Shirts, Honly ditto, Guernsey Frocks, Blankets, and a variety of other articles.—Also, to close a consignment, an assortment of Oilman's Stores, and other Goods.

Terms.—Cash, before delivery. Victoria, Oct. 25th. 1844.

PUBLIC AUCTION.

P. TOWNSEND will sell by Public Sale, on this day, the 26th Instant, at 11 o'clock, A. M., at his Sale-Room, Europe Rope, Tar, Coal Tar, Twine, Blocks, Raisins, Deal Plank, Currants, Sherry and Champagne, Cotton Twist, Tobacco, Butter, Beer in Cask, &c., &c.

At one P. M. at the same Sale room all that splendid lot of Calcutta-made furniture, consisting of Sofas, Couches, Ottomans, Almiras, Gossoping Chairs, Teapoy-Sofa Tables &c., &c.; a lot of superior cooking utensils as Saucepans, Tea kettles, Frypans Fish kettles, Porringers, Harvest Cups, &c. &c.

The above being a new invention, all being lined with porcelain and are much preferable to the old fashioned that are lined with metal, and are well worthy the inspection of House-keepers.

Terms, Cash.

WINES FOR SALE.

McEWEN & Co, beg to announce that they have on Sale a quantity of superior Port and Sherry, the property of a gentleman leaving the colony. The wines are in excellent condition and may be had on moderate terms, by early application.

Victoria, 25th October, 1844.

JUST Received ex Viscount Sandon and for Sale by the Undersigned,—

A quantity of Gentlemen's wearing apparel of the first quality, consisting of Dress, Frock and Great coats, Waistcoats and Trowsers,

Also A few very superior French Shawls.

F. FUNCK:

Victoria, 25th October, 1844.

BILLS on London at 6 months sight. For sale by

WETMORE & Co.

Canton, 10th October, 1844.

BILLS on Bengal at 30 and 40 days sight. For sale by

WETMORE & Co.

Canton, 10th October, 1844.

NOTICE.

THE decease of Mr. WILLIAM A. LAWRENCE having caused a vacancy in our Firm we have associated Mr. SAMUEL B. RAWLE with us as a Partner.

Signed WETMORE & Co.

Canton, 1st October, 1844.

NOTICE.

ALL persons indebted to the Estate of the late Mr. WILLIAM A. LAWRENCE, or having claims against the said Estate, are hereby requested to send their accounts to the-Subscribers for adjustment.

WETMORE & Co.

Canton, 23rd September, 1844.

CURRIE & Co.

CABINET MAKERS, UPHOLSTERERS,

AND

BILLIARD TABLE MANUFACTURERS.



CALCUTTA.

(THE OLDEST ESTABLISHMENT IN THE PRESIDENCY.) BEG respectfully to intimate that with a view to reduce the expence of Freight for conveying large articles from Calcutta to China, they are now completing every requisite in Furniture of a novel and portable description, by which much more than half the expence hitherto incurred will be saved. The appearance of the Furniture when put together will be equally handsome, it's substantiality will not be in the slightest degree affected, and the arrangement of the different parts will be so clear and distinct that the most inexperienced will be enabled to put them together.

Currie & Co. venture to think that this will form a great desideratum and tend much to remove the objection to ordering Furniture in Calcutta for China. They therefore venture to Solicit the patronage of the Community, and any orders with which they may be entrusted, will meet with the most strict and punctual attention.

The new Improved Slate Top Billiard Tables with Indian Rubber Spring Cushions prepared and despatched upon one week's notice.

N. B.—Application to be made to Mr. C. W. Bowra, where plans may be seen and information obtained.

TO MERCHANTS, SHIPPERS, AND COLONISTS

H. J. & D. NICOLL, Outfitters, Tailors, &c., are induced to call the attention of Colonists and others shipping wearing apparel, and who are desirous of buying at the cheapest markets, and at the same time avoiding the carelessness of style and inferior qualities of material, so commonly used. Those Gentlemen are referred to 114 Regent Street, London. At the above noble and extensive premises, from the spirited manner in which the business is conducted, Gentlemen will immediately see the superior advantages now offered by H. J. & D. NICOLL, whose name has been so long established for excellence of material and workmanship. Immediate Cash alone enables the above Firm to submit to Merchants, Shippers, and Colonists, their estimates at their established moderate scale of prices.

Agents for Irvine's Patent Water-tight Trunks and Packages, which possess the great advantage of preserving from damp the most delicate materials, and the more important property of being so floatable and buoyant in the water, as, although filled with goods, to be able to support several persons from sinking. H. J. & D. NICOLL, 114 Regent Street, LONDON.

FOR SEAL.

WINES of the following descriptions, all of the most choice quality. Champagne, Claret, Hock, Port, Sherry, Madeira, Sercial, and Malmsey Madeira,

JAMIESON HOW & Co.

Victoria, 8th October, 1844.

ARCHITECTS are invited to offer designs, estimates and terms of superintendance for a Church. The building to be superintended by the Architect whose design is selected. Offers to be forwarded on or before November 9th, to A. FLETCHER, Esq., on application to whom particulars may be obtained.

TO BE SOLD BY PUBLIC AUCTION.

ON Wednesday the 20th instant, at 11 o'clock, at the Naval Stores, West Point, above 200 barrels of Flour.

Samples may be seen previous to the day of sale on application to the undersigned.

THOMAS MCKNIGHT, Agent Victualler.

Victoria, 22nd October, 1844.

NOTICE.

BILLS on Messrs. Baring Brothers & Co., London—Drawn by D. M. F. Thornton Esq., Partner of the U. S. Frigate, Brandywine at 60 days sight, and endorsed by Commodore Parker. For sale at Macao.

Application to be made to

D. M. F. THORNTON, or W. P. PEIRCE,

Macao, October 11th, 1844.

JUST ARRIVED AND FOR SALE, At the Stores of the undersigned, Superior Champagne in one dozen cases, Superior No. 3 Manila Cheroots one year old. N. BOULLE. Victoria, October 15, 1844.

FOR SALE. A few of Ritchie's patent Copying Machines, of various sizes, Apply to McEWEEN & Co. Victoria, 18th October, 1844.

JUST IMPORTED the undermentioned Goods of the first quality, and for Sale at the Store of the undersigned. German Silver Soup Ladles, Tea and Coffee Pots, Perculators, Hot-water Plates, Double Dishes, Dishes and Covers, Dishes and Warmers, Dish covers, Soup Tureens, Cruet Frames, Liquor Frames, Chamber Candlesticks, Pewter Measures, Shot Pouches, Powder Flasks, and Patent ditto. C. W. BOWRA. Queen's Road, October 15.

NOTICE. THE Undersigned has this day established himself as Underwriter's & General Auctioneer & Commission agent & solicits the patronage of parties transacting business in Hongkong. EDWARD NEWMAN. Victoria, 8th October, 1844.

FOR SALE. VERY superior London bottled Sherry. EDWARD NEWMAN. Victoria, 8th October, 1844.

JUST arrived ex Robert Pulsford Firegrates Fenders and an assortment of Plated goods consisting of Cruet Liquer & Egg Frames Savers Waiters & also—an assortment of Calcutta Table Linen, at PHILLIPS MOORE & Co. Queen's Road, 8th October, 1844.

PHILLIPS MOORE & Co. have this day removed to the premises formerly in the occupation of Mr. Pain, Queen's Road, Victoria, 1st October, 1844.

EXCHANGE ON LONDON. BILLS on Messrs. Baring Brothers & Co. London, at 6 mos sight—against Letters of credit. For sale by W. P. PEIRCE. Macao, October 12th, 1844.

J. ROWE, begs to inform Ship Captains &c. resorting to Whampoa, that he carries on his business of SHIP-WRIGHT BOAT BUILDER, and JOINER, in the entrance of Bombay Creek, Whampoa Reach, and will be glad to receive orders for executing all sorts of repairs, & furnishing vessels with everything that may be required in his line. He can always be seen at his residence, as above-mentioned. Victoria, October 21st, 1844.

J. EDWARDS, Pastry Cook and Confectioner, No. 1, New China Street, Corner of Magistracy Street, begs to inform the gentry and inhabitants of Hongkong, that he has commenced in the above line, and hopes by strict attention to business, to merit a share of their patronage and support.

N.B.—A constant supply of Haberdashery, Perfumery, and Oilman's Stores on hand. Victoria, October 15, 1844.

FOR SALE—EX ROYAL ALBERT, London Canvas No. 1 to 6, Manufactured by Huddart & Co Cordage, of London. Oilman's Stores, Mustard, Cheese, Currants, Butter &c. Superior Port, Sherry, Claret, Champagne and Hock in cases of 3 doz. each. French and Spanish Olives, Guinness Superior Double Stout Porter. Tow handsome services of Glass-ware. Apply to C. MILNE. Macvicar's Godowns, Hongkong, 10th Oct., 1844.

SHEATING COPPER AND NAILS, just arrived, for sale at the stores of P. TOWNSEND. Vintorir, 17th September, 1844.

JUST received a quantity of No. 3 and 4 Superior Manila Cheroots, and for sale by P. TOWNSEND.

FOR SALE. FRESH American Flour, just landed.—Also, a few packages of Mustard in 1/2 lb. lead Cases at 75 cents each, just landed ex "John O'Gaunt" from London. Apply to D. HUME, Baker. Oswald Row, Queen's Road. Victoria, 25th October, 1844.

LONDON MONTHLY MAIL. ANNUAL Subscriptions received at this Office. A few extra copies, by each overland, for sale. Office FRIEND OF CHINA, 23rd August, 1844.

MR. JOHN SMITH, of Macao, will receive advertisements and subscriptions for the Friend of China and Hongkong Gazette; he is also authorised to collect outstanding accounts due by the Macao subscribers. In future Mr. Smith will have a few extra numbers of each paper for sale. Price to subscribers 25 cents each, non-subscribers 1 rupee. Victoria, 8th June, 1844.

FOR SALE.—At the office of this paper. Compradores cheque books. Ships Articles, with an abstract of the merchant seaman's act endorsed on the back. Charterparties, after forms by Chitty. Powers of Attorney, after forms by Chitty. Bills of Lading. Chinese Tariff of imports, and exports, for counting houses.

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

PRESENTATION OF AN ADDRESS FROM THE BOMBAY CHAMBER OF COMMERCE TO SIR HENRY POTTINGER.

On Wednesday the 21st instant, a numerous deputation of the Chamber of Commerce waited upon Sir Henry Pottinger, at the residence of General Barr, to present him with an address, which had been previously agreed to at a Special General Meeting of the Chamber. Sir Henry received the Deputation very courteously, and the Chairman of the Chamber, Mr. Lyon, after a few remarks, read the following address:—

To His Excellency Major-General Sir Henry Pottinger, Baronet, G. C. B., &c., &c., late Governor of Hongkong, and Superintendent of British Trade in China.

May it please your Excellency.—The Members of the Bombay Chamber of Commerce cannot permit the opportunity, which is now afforded them by your visit to Bombay to pass without evincing their desire to testify to your Excellency their sense of the distinguished services you have rendered to the commerce of our common country during your tenure of office in China.

Arriving at a time when our affairs in that country were in a most critical position, the measures you immediately adopted changed their entire aspect, and inspired hope and confidence where gloom and despondency had previously prevailed. It is not for a body associated like the Chamber of Commerce for purely commercial purposes, to do more than allude to your Excellency's management of the political interests entrusted to your care. For that, you have already received the acknowledgments in parliament of the most distinguished statesmen of the present time. We desire, on the present occasion to confine ourselves to those measures your Excellency originated or completed, which more particularly affect our commercial relations with China. And first, as regards the Treaty of Peace entered into in August 1842: The terms you then insisted on and obtained, shewed the care with which you watched over the interest of our Commerce; and although the indemnity stipulated for, to cover the losses our Trade had sustained by the acts of the Chinese, was not, to its full extent made available to the sufferers, the fault was not yours, since you did all that could be done by you to ensure it.

The opening of the Five Ports, and the cession of Hongkong, were measures which cannot fail to have the most beneficial effects on the Trade of our country.

But the crowning measure of your Excellency's diplomacy was the Treaty of Nanking, and the Tariff and Trade Regulations which followed,—whereby the Foreign Trade with China was for the first time placed on a plain and intelligible footing, and the interests of our Merchants protected, as far as possible, from the arbitrary and capricious exactions of the local Chinese Officers.

The heavy Import duties formerly levied on our Indian staples, and on British Manufactures, have, by this Tariff, been reduced fifty, sixty, and in some instances nearly eighty, per cent., while a still greater benefit to commerce has been conferred by the reduction in the exorbitant Export duties charged on China Produce.

The boon conferred on our Shipping interests by your Excellency's exertions also deserves our acknowledgments, as the burden they formerly laboured under were more especially felt here. The enormous charges under the old system, levied equally on all vessels, whether large or small, entirely precluded the latter class from resorting to China; in as much as they had no chance of competing with vessels of large tonnage, which were subject only to the same amount of duties. Now however that the Port of Tonnage dues are to be levied at a small fixed charge per registered ton, all classes are placed on an equality.

When we reflect on the difficulties of your position while the negotiations that led to the above result were pending the want of assistance in the discussion of subjects, many of which were strange and new to you—and the opposition, if not open hostility of the local authorities at Canton, we cannot withhold from your Excellency the meed of our high praise for the ability and judgment that enabled you to bring them to a successful conclusion.

And although your Excellency's official connexion with China and its Trade has ceased allow us to express a hope that you will still continue your exertions towards completing the work so successfully begun under your auspices.

In conclusion, we beg to add our best wishes for your safe arrival in your native country, and that you may enjoy a long life crowned with that distinction to which your valuable services so well entitle you.

Signed in the name, and by appointment, of the Chamber of Commerce, by (Signed) EDWARD LYON, Chairman.

To EDWARD LYON Esq., Chairman of the Bombay Chamber of Commerce.

Sir—The address, signed by you on behalf of the Bombay Chamber of Commerce which I have just had the honor to receive, has given me the sincerest pleasure.

To have succeeded in forming commercial arrangements (after the Political objects, with which I was entrusted by my Sovereign, had been attained by the force of Her Majesty's arms) with a Government so wedded to its own peculiar usages so jealous and difficult of approach, and so professedly ignorant of and indifferent to Foreign Trade, as that of China, in a manner which has been thought worthy of the spontaneous and estimable approbation that you have announced to me in such kind and flattering terms, from a body in every respect so competent to examine into, and criticise, those arrangements, as the Bombay Chamber of Commerce, is indeed to me a cause of the highest and most deserved gratification.

When Her Majesty was graciously pleased to command my humble services, I went to China with a perfect sense of the great and almost, at times, feared insurmountable difficulties that lay in the way of my Mission, and more peculiarly of that portion of it which related to commerce. I carried with me, however, untiring zeal, and a preformed resolution to meet the High Officers of the Chinese Empire, whenever opportunity might offer for so doing, in a tone of candour and upright straight forwardness,—rather considering and deeming myself as an impartial umpire between the Empires of England and China, than the dictator of the terms of the one to the other.

In these views I was cordially joined, and ardently aided, by the Gentlemen (one of them, alas! no more) whose duty it was to assist me in my negotiations; Their assistance and their zeal greatly smoothed my otherwise rugged path; and I was fortunate enough to find a congenial spirit in the Chinese Imperial Commissioner—His Excellency Keying,—a personage, of whose enlightened character and friendly feelings, it is not possible for me to speak too highly, and who I rejoice to add, has been lately nominated to the twofold situation of Vice Roy at Canton and Imperial Superintendent of the five Ports open to Foreign Commerce.

With his powerful cordial aid and under proper management and precautions I trust affairs in China will progress as well as could be desired by every well wisher to the recent arrangements; and the Members of the Bombay Chamber of Commerce may rest assured that wherever I may be placed, and under all circumstances of my future life, my best exertions and advice will be strenuously devoted to foster and strengthen a connection which I am quite satisfied is fraught with vast advantages to the Mercantile interests of this Presidency, as well as to all other parts of the British dominions and to China herself.

I take this opportunity to advert to one important topic on which I have hitherto considered it right to preserve a rigid silence. I allude to the Trade in Opium: and I now unhesitatingly declare in this public manner, that after the most unbiassed and careful observation, I have become convinced during my stay in China that the alleged demoralizing and debasing evils of opium have been, and are, vastly exaggerated. Like all other indulgences, excesses in its use are bad and reprehensible, but I have neither myself seen such vicious consequences as are frequently ascribed to it, nor have I been able to obtain authentic proofs or information of their existence.

The great, and perhaps I might say sole, objection to the trade, looking at it morally and abstractedly, that I have discovered or heard of, is that it is at present contraband, and prohibited by the laws of China, and therefore to be regretted and disavowed, but I have striven—and I hope with some prospect of eventual success—to bring about its legalisation, and were that point once effected, I am of opinion that its most objectionable feature would be altogether removed.

Even as it now exists, it appears to me to be unattended with a hundredth part of the debasement and misery which may be seen in our native country from the lamentable abuse of ardent spirits; and those who so sweepingly condemn the opium trade on the principle, need not, I think, leave the shores of England to find a far greater and besetting evil.

With respect to the legitimate or acknowledged trade, and particularly that branch of it which embraces the staples of Cotton and Cotton Manufactured goods, it is my firm belief that it will hereafter only be limited in its extent by the means of China to purchase, or pay by barter, for those articles. I am aware that this is a very momentous and intricate question, and that the opium trade is depreciated by some as diverting from that branch of commerce of which I am now speaking a large portion of the mercantile resources of China.

This to a certain extent is no doubt the case, but in so vast and magnificent an empire, it may be reasonably anticipated that fresh sources of wealth and fields for commerce will spring up with the extension of our intercourse and the attendant new-created wants of the people. At all events I can by no means subscribe to the opinion which I have heard expressed, that were the opium trade stopped (a measure which I look upon to be impossible) the money which it now draws from China would be laid out in cotton goods, broad-cloth, and other manufactures.

To conclude, I beg that you will do me the favour to convey to the gentlemen composing the Chamber of Commerce of Bombay, collectively and individually, my best and warmest acknowledgments for the address which they have presented to me, and which, I repeat I value most highly, and unfeignedly, as emanating from those who are so perfectly qualified to form and pronounce a judgment on my humble endeavours towards promoting the prosperity of my country in the novel position in which I was placed, and with very trifling previous experience on such matters.

I have the honour to remain, Sir, your very faithful and obedient servant.

HENRY POTTINGER. (Bombay Times, Aug. 24th)

CANTON PRICES CURRENT. 16TH OCTOBER, 1844.

Table with 2 columns: Imports and their prices. Includes items like Ale, Amber, Betel Nut, Canvas, Scotch, Cochineal, Copper, Cordage, and Cotton.

COTTON GOODS. Table listing various cotton items and their prices, such as White Shirtings, Grey ditto, Yarn, Nos. 18 to 24, etc.

METALS. Table listing prices for Tin, Banca, Straits, Plates, Iron, Nail, Hoop, Bar, and Steel.

OPIMUM, Patna, new 735 0 0, old 0 0 0. Benares, new 720 0 0, old 0 0 0. Malwa, new 720 0 0, Turkey 500 0 0. Pepper Market bare, Rice, cargo quality 1 80, Rattans, Banjermassan 4 0.

Woolleens. Spanish Stripes 1 0, Long Ells, scarlet 8 50, assorted 7 50. Camlets, English 20 0, Dutch 28 0.

EXPORTS.—ON BOARD. Alum 81 75 to 2 0 per picul, Anniseed 10 0, Camphor 20 0, Cassia Buds 17 0, China Roots 2 50, Galangal 2 40, Musk 90 0, Rhubarb 30 0.

Table listing various teas and their prices: Congou old, Congou new, Caper, Souhong new, Orange Pekoe, Twankay Canton, Hyson, Young Hyson Canton, Hyson Skin Canton, Gunpowder Canton, Imperial Canton.

EXPORT OF TEAS FROM CANTON TO UNITED KINGDOM FROM 1ST JULY TO 16TH OCTOBER 1844. Green 2,172,831 lbs., Black 9,278,544 lbs. Total 11,746,677 lbs. in 25 ships.

COTTON REPORT. Canton, September 1st to 30th, 1844. Deliveries Stock. Twist, bales 934, 4,225.

Table showing prices of Bullion: Sycee Silver, large 2 1/2 per cent. premium, small 1 to 2 ditto. Spanish Dollars, Ferdinand. par. Republican ditto, 4 to 5 per cent. discount.

EXCHANGE. Bills on London at 6 months sight, 4s. 3d. to 4s. 4d. Navy Bills, 4s. to 4s. 1d. H.M. Plenipotentiary on the Bengal Govt., Treasury 21s. Rupees per 100 Mexican dollars.

FREIGHTS. To London or Liverpool, £4 per ton of 50 ft. To Out-ports, 10s. per ton additional. To Amoy, \$6 per ton of 40 feet. To ports north of Amoy, \$3 ditto. SHIPS LOADING FOR THE UNITED KINGDOM. Hindostan, Penang, Malacca, Castle Eden, Albert Edward, Circassian, Duchess of Buccleugh, Usaquay, Mercury, Gilbert Henderson, Ellen and on.