

Victoria, Monday, 23rd March, 1846.

**OVERLAND MAIL.**

Parliament opened on the 22nd of January and Her Majesty delivered the following speech:—

My Lords and Gentlemen, I give me great satisfaction again to meet you in Parliament, and to have the opportunity of recurring to your assistance and advice.

I continue to receive from my allies, and from other foreign Powers, the strongest assurances of the desire to cultivate the most friendly relations with this country.

I rejoice that, in concert with the Emperor of Russia, and through the success of our joint mediation, I have been enabled to adjust the differences which had long prevailed between the Ottoman Porte and the King of Persia, and had seriously endangered the tranquillity of the East.

For several years a desolating and sanguinary warfare has afflicted the States of the Rio de la Plata. The commerce of all nations has been interrupted, and acts of barbarity have been committed, unknown to the practice of a civilised people. In conjunction with the King of the French, I am endeavouring to effect the pacification of those States.

The Convention concluded with France in the course of last year, for the more effectual suppression of the slave-trade, is about to be carried into immediate execution by the active co-operation of the two powers on the coast of Africa.

It is my desire that our present union, and the good understanding which so happily exists between us, may always be employed to promote the interests of humanity and to secure the peace of the world.

I regret that the conflicting claims of Great Britain and the United States in respect of the territory on the North-Western Coast of America, although they have been made the subject of repeated negotiation, still remain unsettled.

You may be assured that no effort consistent with national honour shall be wanting on my part to bring this question to an early and peaceful termination.

**GENTLEMEN OF THE HOUSE OF COMMONS.**

The Estimates for the year will be laid before you at an early period. Although I am deeply sensible of the importance of enforcing economy in all branches of the expenditure, yet I have been compelled, by a due regard to the exigencies of the public service, and to the state of our Naval and Military Establishments, to propose some increase in the estimates which provide for their efficiency.

My Lords and Gentlemen, I have observed with deep regret, the very frequent instances in which the crime of deliberate assassination has been of late committed in Ireland.

It will be your duty to consider whether any measure can be devised calculated to give increased protection to life, and to bring to justice the perpetrators of so dreadful a crime.

I have to lament that, in consequence of a failure of the potato crop in several parts of the United Kingdom, there will be a deficient supply of an article of food, which forms the chief subsistence of great numbers of my people. The disease by which the plant has been affected has prevailed to the utmost extent in Ireland.

I have adopted all such precautions as it was in my power to adopt for the purpose of alleviating the sufferings which may be caused by this calamity; and I shall confidently rely on your co-operation in devising such other means for effecting the same benevolent purpose as may require the sanction of the legislature.

I have had great satisfaction in giving my assent to the measures which you have presented to me from time to time, calculated to extend commerce, and to stimulate domestic skill and industry, by the repeal of prohibitory, and the relaxation of protective duties.

The prosperous state of the Revenue, the increased demand for labour, and the general improvement which has taken place in the internal condition of the country, are strong testimonies in favour of the course you have pursued.

I recommend you to take into your early consideration whether the principles on which you have acted may not with advantage be yet more extensively applied, and whether it may not be in your power, after a careful review of the existing duties upon many articles, the produce or manufacture of other countries, to make such further reductions and remissions as may tend to insure the continuance of the great benefits to which I have adverted, and, by enlarging our commercial intercourse, to strengthen the bonds of amity with Foreign Powers.

Any measures which you may adopt for affecting these great objects will, I am convinced, be accompanied by such precautions as shall prevent permanent loss to the Revenue, or injurious results to any of the great interest of the country.

I have full reliance on your just and dispassionate consideration of matters so deeply affecting the public welfare.

It is my earnest prayer that with the blessing of Divine Providence on your councils, you may be enabled to promote friendly feelings between different classes of my subjects, provide additional security for the continuance of peace, and to maintain contentment and happiness at home, by increasing the comforts and bettering the condition of the great body of my people.

The speech from the throne makes no direct mention of the corn-laws, but in the house of Common the Premier was sufficiently explicit. He admitted that his opinions as to protection duties had undergone a change, and next monthly mail will probably announce a bill for the reduction of existing duties preparatory to their ultimate abrogation. From the mutual explanations made by Lord John Russell and Sir Robert Peel, it appears that the two parliamentary leaders are of one mind on this question with this slight difference—had Lord John

Russell formed a Ministry, he would have endeavoured to pass a bill for the immediate opening of the ports—Sir Robert Peel, more prudently, wishes that the change should be brought about gradually.

The probability of war with the United States is strengthened. In Congress resolutions and counter resolutions on the immediate annexation of Oregon have not lead to any definite result. One party proposes that the differences between the two countries be left to arbitration—another that the title to any part of Oregon south of 54° 40' North is not open to compromise. These motions were "laid over" for debate, and in the meantime, the Cabinet of Washington offered the British Minister to divide the territory, the forty ninth degree of north latitude being the northern boundary of American, and the southern of British, Oregon—this proposal was rejected by Mr. Pakenham without being submitted to his government. The United States army and navy are to be strengthened immediately, and the country to be put in a defensive state. The American navy consists of 76 ships; of the line 10; frigates of the first class 12, of the second class 2; sloops of war 23; brigs 8; schooners 8; steamers 8; store ships 4. Of this number from 40 to 50 are available for any service, and powerful vessels of their class. England is also increasing her force, though the tone of the prime Minister is pacific. In the house of Commons on the 23d of January, Sir Robert Peel stated that the British government had again offered to refer the Oregon dispute to arbitration, but that an answer had not been received; he defended the increase in estimates on the grounds of reliefs being required for the forces serving in New Zealand and China. The 50 gun frigates *Lancaster*, *Portland*, *Java* and *Alfred* are ordered to be fitted for a three years station; the *Raleigh*, 50, and another vessel of the same class are also fitting as advanced ships. The *Grampus*, 50, sails for the Pacific to join the squadron on the coast of California.

Lord Ellenborough has been appointed first Lord of the Admiralty; the other Commissioners are Admiral Sir George Cockburn, Admiral Sir W. H. Gage, Rear Admiral Bowles, Captain Gordon, and the Hon. H. Fitzroy. In the Colonial Office there has been another important change—Lord Lyttleton succeeds Mr Hope as under Secretary. The Hon. G. A. Smythe has replaced Lord Canning as under Secretary for Foreign affairs.

The merits of the Overland routes by Trieste and Marseilles have been discussed at public meetings in London Mr Waghorn is in favor of that via Trieste. The Morning Herald supports that via Marseilles, and with the aid of the French government, who placed a Steam vessel at the disposal of the proprietor of the paper carrying their courier from Alexandria to Marseilles direct without touching at Malta, they had Indian news conveyed to London in 27 days and 2 hours; Bombay advices of the 1st December were published in the Herald on the 29th, the regular mail via Malta and Marseilles not being delivered before the morning of the 5th of January. This beats Mr Waghorn's journey via Trieste by two days; that Gentleman, however, maintains that though beaten on the whole line from Bombay to London through the extraordinary passage of the *Ackbar* from Bombay to Suez, still his express from Alexandria to London, via Trieste, was more expeditious than that of the *Herald* via Marseilles. Had his passage from Bombay to Suez been the same as that made by the *Ackbar*, he would have reached London in twenty six days. Mr Waghorn has so far proved that the shorter route is by Trieste, in as much, as taking the two expresses from Suez to London be beat that of the Morning Herald via Marseilles 2 days and 8 hours. Mr Waghorn has placed himself at the disposal of the Government, and offers to make six journeys by the Austrian line in order to test his opinion. The Morning Herald, with the aid of the French Government, will run an opposition express by Marseilles. The race will be one of great interest to those connected with the east.

Influential commercial societies are pressing upon the attention of Government, the necessity for a reduction in the present duties upon tea. Memorials on this subject have been presented to Sir Robert Peel from the Manchester Commercial Association; the East India Association of Glasgow; and the East India and China Association of Liverpool.

Ireland continues in an unsettled state, and has been the scene of more of those cold blooded murders, which cast a shadow over her history and the character of her people. Near Limerick a gang of 1,500 encamped on the property of Sir C. Molyneux, and a large body of troops were required to dislodge them, which fortunately was done without the shedding of blood.

The *Times* publishes a list of the defunct railway undertakings, which amounts to no less than 800.

It is rumoured that Sir Henry Pottinger will succeed Lord Metcalf as Governor General of Canada. Lord Metcalf continues seriously indisposed, though his case is not hopeless.

**LATEST INTELLIGENCE.**

The King of Hanover is much worse; loss of appetite frequent vomitings, &c., have reduced His Majesty to a state of extreme weakness, yet he still attends to the affairs of government, and it is said that all the documents to be laid before the States were signed by the King, at the request of Baron Falcke.

The *Times* contradicts the reported misunderstanding between Sir H. Hardinge and Sir H. Gough.

Captain F. E. W. Burrell, late of the 55th Regiment, destroyed himself a few days since, in consequence of losses by railway speculations.

The strength of Royal Artillery is to be increased 720, and of the Royal Marines, 2,500 men.

It was said at the Clubs, last night, that the Free-trade party on both sides of the House have made a calculation of their joint strength, and that the odds in their favour, as against the Protectionists, are about 30 to 250. Of course, there are waverers, and trimmers, and doubters, over and above. But as it is in the nature of such sheep to follow the larger flock, these may be reasonably expected to swell the good account in good time.—*Daily News.*

**NAVAL AND MILITARY.**

**NAVAL.**

The Earl of Ellenborough has entered fully upon his official duties as First Lord of the Admiralty. The Hon. Mr Law, his lordship's brother, is Private Secretary.

It is expected that by this time the *Collingwood* 80, the *Modeste*, 13, and the *America*, 50, with the *Salamander*, steamer, are in the Columbia river.

The *Amphion*, 36-gun frigate, to be fitted with an auxiliary screw propeller of 300 horse-power, was lately launched.

The *Grampus*, 50, Capt. H. B. Martin, C.B., will sail for the Pacific station to join the squadron under Rear-Admiral Sir G. Seymour on the coast of California, touching at Buenos Ayres.

*Cacique*, steam-slayer, lately captured by the *Penelope*, having taken in a cargo of provisions for the squadron in the Bight of Benin, sailed from Ascension on 25th Nov. Lieut. H. B. Gray, of *Hydra*, has been appointed to command her.

The preparations making at the Royal Arsenal, Woolwich, to complete the five ships-of-the-line, eleven frigates, and six sloops ordered to be made ready, and to be stationed at each of the outports, are fast progressing, and the whole of the vessels will soon be in a most efficient state. These vessels, twenty-two of the various classes referred to above, to be stationed at each of the outports, are exclusive of the thirty five advance ships also prepared for defending the outports, and the war steamers in Her Majesty's Service at the several home stations. Orders have been given to prepare armaments for six additional large steamers and it is expected the number of new large class steamers of-war will be extended to ten.

**PROMOTIONS.**

Captain.—J. Pearce.  
Comdr.—F. A. Ellis; A. Grant; Hon. M. Kerr; T. G. Drake; C. E. Rowley; W. Crooka, A. Miles; G. H. Wood; A. P. Ryder.  
Lieuts.—A. R. B. Carter; C. P. Coles; W. C. Geary; J. B. Field; E. Burstall; A. W. A. Hood; T. D. Sullivan; C. Douglas; C. Baskerville; W. H. Conolly; C. Atkins; A. Luckraft; G. J. Loeh; E. G. Hare; W. T. F. Jackson; V. G. Hickley; F. Meynell; C. B. Hore; G. O. Campbell; Hon. F. A. C. Foley.  
Masters.—J. F. Looney, J. W. M. J. Hall; W. Weatherley.  
Paymaster and Purser.—C. W. Eccles.  
Surgeon.—T. Somerville.

**MILITARY.**

Messrs G. and W. Ormsdell, of Bond-street have received orders to supply 43,000 sets of accoutrements to the Board of Ordnance, for the use of the Militia. The order is to be completed without delay. Great activity is daily manifested in proving and fitting up of muskets for the use of the militia. They are to be on the percussion principle, and several extra labourers are employed. The total number of Militia Regiments in the United Kingdom is 127, of which 61 belong to England, 14 to Wales, 14 to Scotland, and 38 to Ireland. Middlesex possesses 6, which are the Royal East Middlesex, the head quarters being at Hampstead, and the colonel, the present member for Middlesex, Colonel Wood; the Royal West

Middlesex, head quarters at Uxbridge, and colonel, Right Hon. G. S. Byng; the Royal Westminster, head quarters Brentford, and colonel, the Viscount Chelsea; the King's Own Light Infantry, head quarters Stoke Newington Common; colonel, the Earl of Dalhousie; the Queen's Own Light Infantry, head quarters Bethnal Green, and colonel, the Earl of Wilton; and the Royal London Militia, head quarter the Artillery Ground, the colonel being Sir Claudius Stempson Hunter. In Middlesex there are six regiments; in the county of York 5; in Devonshire, Lancashire, and Hampshire 3; and in Gloucester, Cornwall, Lincoln, Somerset, Suffolk, Essex, Kent, Norfolk, and Surrey, 2 each. In Ireland there are, for the city Cork 1, and 1 also for the Northern and Southern division of the county; 2 for the county of Down; 1 for the city, and 1 for the county of Dublin; 1 for the city, and 1 for the county of Limerick; and 2 for the county of Mayo. All the Welsh regiments enjoy the prefix of royal, as do 15 English, 3 Scotch, and 4 Irish. There are 15 English regiments of Light Infantry 1 Scotch, and 1 Irish; and 5 of the English regiments are Rifles.

**ORDNANCE.**

Royal Engineers—This corps is to be increased 400 men.  
INFANTRY.

18th—Colour-Sergeant W. Gordon has been tried by court-martial at Chatham, on a charge preferred by a Jew dealer of accepting a per centage on military kits, and honourably acquitted.

38th—Private Samuel Kinn, for striking Serg. Reilly, his superior officer, whilst in the execution of his duty, has received 150 lashes.

**INDIA.**

The British army has not yet crossed the Sutlej; but occupies its position between Looddeaneh and Ferozepore, the chain of posts extending for 80 miles. It appears to be Sir Henry Hardinge's determination to avoid all skirmishing and ineffectual battles. He is strengthening his army by raising additional regiments; a large number of Artillery and Engineer Officers have been ordered to head quarters; a formidable park of artillery has been organised, complete in all its equipments; the medical staff has been reinforced, and the Commissariat put in an effective condition. His arrangements are nearly completed, and in another month we may expect to hear that the British army has fought a decisive battle in the Punjab. The Sikhs continue in force on both banks of the river.

Sir Harry Smith was ordered on the 19th January to move towards Looddeaneh from the position he occupied on the extreme right of the British army. On the march he brought his troops within range of the guns of a Sikh encampment near the fort of Buddoveral being ignorant of its presence. The fire caused a good deal of confusion, and in moving out of the range of the batteries the baggage was separated from the body and fell into the hands of the Sikhs. 200 men being killed or wounded. Two Officers were killed, Lieut. Rideout of the 47th N. I. and Lieut. Campbell. There appears to be an uncertainty about the fate of the latter officer, some accounts say he was made prisoner; it also appears uncertain to what corps he belonged, or whether he is a son of Sir Colin Campbell the Governor of Ceylon. Sir Harry Smith is blamed for exposing the troops to the fire from the Sikh batteries, though no just cause for censure is shown. After being strengthened by a junction with the five regiments under command of Colonel Godby, Sir Harry gained a brilliant victory on the 29th of January. We take the particulars of the battle from the *Bombay Times* of the 11th February.

"Sir H. Smith's division having joined that of Col. Godby, both appear to have rested for a time at Looddeaneh. The Sikhs, about 20,000 strong with 55 guns, were encamped and strongly entrenched within a few miles of them. On the 26th they were reinforced by 4,000 men and 12 guns, bringing them up to a strength of 24,000 with 68 pieces of artillery. On the 28th the united divisions, consisting of 12,000 men and 32 guns, marched at day break from Buddoveral in the direction of the enemy's camp. At the village of Chuck we first got sight of the enemy. They advanced some distance beyond their entrenchments, towards our division, and commenced a heavy cannonade on our troops, which continued for half an hour. The village of Aleewal, the key of their position, was now stormed by our troops. Colonel Wheeler's brigade, consisting of H. M. 50th, and the 47th and 43rd N. I., led the advance. The whole line now advanced and stormed the batteries every where—carrying the guns at the bayonet's point. Our cavalry charged brilliantly, the 16th Lancers suffered severely—110 having been killed or wounded. The Sikhs fought gallantly, and their guns were excellently served: they opened at ten and were not silenced till one o'clock—the artillerymen remaining till bayoneted at their posts. By noon the enemy were broken; they were driven by repeated charges of cavalry and infantry into, and across the river. Many were drowned in attempting to escape. Sixty-five of their guns were captured; the remaining three were left unserviceable. Four European Officers—viz, Lieut. H. D. Swetenham, H. M.'s 16th Lancers; Lieut. or Cornet Williams of the same corps; Capt. C. R. Grimes, H. M.'s 50th Foot; and Lieut. Smallpage, of the 55th N. I. (4th Regt)—have fallen: twelve are wounded—viz, Major Smyth, H. M.'s 16th Lancers; Lieut. Du Vernet, H. M.'s 31st Foot; Ensign John Purcell, H. M.'s 31st Foot; Ensign Farmer, H. M.'s 50th Foot; Captain Fringle O'Hanlon, Major or Brigade; Lieut. H. J. Frampton, H. M.'s 30th Foot; Lieut. Wm. P. Egees, do; Ensign F. J. S. Bagshaw, 39th Bengal N. I. Lieut. and Adjutant Fred. Wall, 42nd Bengal N. I. (badly); Captain Henry Palmer, 42nd Bengal Infantry; Ensign W. E. Marshall, 45th do; Captain H. L. Bird, do. About 400 appear to have been killed or wounded in all. The enemy's loss has not been ascertained, but must have been very severe."

COMMERCIAL INTELLIGENCE.

The East India and China Association have published their comparative statement of the number of British ships, with their tonnage, entered inwards and cleared outwards from and to places within the limits of the East India Company's charter in the years 1844 and 1845.

The result of the tables of the entries inwards show, for the port of London, an increase in 1845 of 60 vessels, with 29,773 tonnage, the respective numbers for the respective periods being 538 vessels, with 221,123 tonnage, and 598 vessels, with 250,695 tonnage. Liverpool figures for an increase of 19 vessels, with 664 tonnage, the numbers in 1844 being 210 vessels, with 90,496 tonnage; and in 1845, 229 vessels, with 91,966 tonnage. Bristol and Hull show a decrease of 6 vessels, with 1,593 tonnage. The entries at these ports in 1844 were 18 vessels, with 6,291 tonnage; and in 1845, only 12 vessels, with 4,738 tonnage. The Clyde and other ports show a decrease of 18 vessels, with 6,689 tonnage. The entries were 39 vessels, with 13,506 tonnage, in 1844; and 21 vessels, with 7,607 tonnage, in 1845. The gross results of the return are a total increase in the entries inwards of 55 vessels, with 27,655 tonnage. The great increase appears to have been in arrivals from Calcutta, Madras, China, and the Cape of Good Hope; and the decrease appears to be in arrivals from Bombay, the Philippine Islands, and Java and Sumatra.

The statistics of the clearances outwards give an increase in favour of the port of London for 1845 of 61 vessels, with 35,639 tonnage, the number for 1844 being 449 vessels, with 186,917 tonnage; and for the later period, 500 vessels, with 232,556 tonnage. The return for Liverpool gives an increase of 18 vessels, with 15,958 tonnage. The departures from this place in 1844 were 320 vessels, with 119,340 tonnage; and in 1845 they amounted to 338 vessels, with 135,199 tonnage. The clearances from Bristol and Hull were 14 vessels, with 2,795 tonnage, less than last year, the number of vessels leaving in 1844 being 24, with 7,014 tonnage, and in 1845, 10 with 4,218 tonnage. The return for the Clyde and other ports shows a decrease, in 1845, of 13 vessels with 468 tonnage, the respective numbers being 179 vessels with 60,644 tonnage, in 1844, and 159 vessels, with 60,176 tonnage, in 1845. It will be perceived in this case that although the number of vessels has decreased the amount of tonnage despatched is not greatly deficient. The gross results of the return are, that the increase in favour of 1845 of clearances outwards is 42 vessels, with 48,233 tonnage. A considerable increase appears to have taken place in the clearances for Calcutta, Ceylon, Arabia, and New South Wales, which, however, is balanced in a certain degree by the decrease in the departures to Arabia and the Cape of Good Hope.

MANCHESTER.

The market has been dull, with little business, but more inquiry has sprung up, and holders are exhibiting an improved tone. Yarns continue in fair inquiry, price are steady. Stocks of all descriptions of staple manufactures, excepting the lower qualities of 40-inch long cloth, are moderately light; and fancy goods are quite scarce. The policy of the manufacturers of such fabrics appears to be, to produce only to order, so that shippers find little variety in stock for immediate exigencies. We quote 26-inch 64 reed printers, at 4s 6d to 4s 7d and a half; 27-inch 66 reeds, at 4s 4d and a half to 5s; 27-inch 72 reeds, at 5s to 5s 9d; 26-inch shirtings, at 5s 4d to 5s 10d; 72 reeds, at 6s 9d; 40-inch G.E. long cloths, at 8s 7d and a half to 9s; and 72 reeds ditto, at 9s 6d to 9s 9d.

AMSTERDAM.

SUGAR.—Manila, partly damaged, sold at 31 and a half to 32 cs.

INDIGO has continued in request at former rates.

MADDERS are steady. METALS.—Banca Tin is saleable at 55f.

HIDES AND SKINS.—Java damaged have brought 23 cs.

LIST OF PASSENGERS PER "BRAGANZA."

From England, Mr Margison, Mr Rushton, Mr Smith, and Mr Pedder. From Suez, 9 Italian Priests. From Gibraltar, Lieut. Alfereq. From Calcutta, Miss Kipling. From Galle, Mr Davidson. From Penang, Mr Anderson. From Singapore, Mr Oelricks.

Sailed Galle, 3rd March 1 P. M., Penang 11th ditto, 2 A. M., Singapore 14th ditto, 2 P. M.

ENGLISH SHIPPING.

ARRIVALS.

Dec. 29,	<i>Emerald Isle</i> ,	from China,
29,	<i>Competitor</i> ,	do. do.
29,	<i>Amiga</i> ,	do. do.
29,	<i>Hesperus</i> ,	do. do.
30,	<i>Josephine</i> ,	do. do.
Jany. 3,	<i>Rookery</i> ,	do. do.
5,	<i>Duellius</i> ,	do. do.
6,	<i>Livingstone</i> ,	do. do.
7,	<i>Thomas Crisp</i> ,	do. do.
8,	<i>Wm. Parker</i> ,	do. do.
8,	<i>Bahamian</i> ,	do. do.
9,	<i>James Turcan</i> ,	do. do.
12,	<i>Canopus</i> ,	do. do.
24,	<i>Wm. Mitchell</i> ,	do. do.

SAILED.

Jany. 2,	<i>Monarch</i> ,	Liverpool, Shanghai.
3,	<i>Corinthian</i> ,	do. do.
10,	<i>Canada</i> ,	do. China.
13,	<i>Anne Jane</i> ,	Portsmouth, Hongkong.

LOADING FOR CHINA.

At London.—Bangalore.  
At Liverpool.—*Douthorpe, Velore, Vindicator, Arilla, Josephine and Gauntlet.*

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