



(From the China Mail, August 27.)

GOVERNMENT NOTIFICATION.

His Excellency Her Majesty's Plenipotentiary, &c., &c., is pleased to make known the following appointments:—
Rutherford Alcock, Esquire, to be Her Majesty's Consul at the Port of Shanghai, vice Captain George Balfour, who retires.
Richard Belgrave Jackson, Esquire, to be Her Majesty's Acting Consul at the Port of Ningpo, during the absence of Mr. Consul Thom, on sick leave.
John Backhouse, Esquire, to be Her Majesty's Officiating Vice-Consul at the Port of Canton, subject to the pleasure of Her Majesty's Government.

By Order, A. B. JOHNSTON.

Victoria, Hongkong, 24th August, 1846.

PUBLIC NOTICE.

A Reward of One Hundred Dollars will be paid to any one who shall give information leading to the Conviction of the Persons who caused or were accessory to the Death of Mao-ayou.

By Order, C. B. HULLIER, Officiating Chief Magistrate of Police.

Chief Magistrate's Office, Victoria, 22d August, 1846.

Table with columns: Date, Day, Month, Year, and various other entries. Includes a section for 'METEOROLOGICAL REGISTER FOR THE WEEK ENDING 23RD AUGUST, 1846.' and 'WINDS, &c.' with weather observations.

NOTICE.

No. advertisements will be received, until 4 o'clock, on the evenings previous to publication, viz: Tuesdays and Fridays.

LATEST DATES.

Table showing dates for various locations: England, Sydney, United States, Batavia, Calcutta, Singapore, Bombay, Manilla, Madras, Shanghai.

THE FRIEND OF CHINA AND HONGKONG GAZETTE.

VICTORIA, SATURDAY, AUGUST 28th, 1846.

H. M. Steamer Spiff returned from the Frederick on Monday night last. The vessel was still holding together, and most of the sails, and large quantities of other articles had been saved. Hopes have been entertained of floating the ship, the Spiff returned last night to the spot with a number of empty casks to be used in the attempt. We should be glad to hear of the experiment succeeding, but when we recollect the large quantity of dead weight in the vessel, 900 tons of coal being one part of it, we should incline to doubt of its practicability, especially as we are informed that the weather at the wreck is anything but propitious. — Singapore Free Press, August 19.

We regret to have to announce the death of William Maitland Esquire, Commander R. N., at the early age of 44. Captain Maitland who has commanded H. M. Steamer Spiff on the Indian Station for the last three years, and was a member of the late Essex and Essex regiments of the 10th Regiment of Foot, was killed at the Battle of Balaclava on the 25th of October 1854. He was a very brave and gallant officer, and during the last year of his career spent the greater part of his time in the East Indies, where he was actively employed against the pirates. He was the first Lieutenant of the Steamer, and distinguished himself in the operations on

the coast of Syria, and for his services there received his promotion as Commander. In December 1842 Captain Maitland commissioned the Steamer Spiff, and arrived on the Indian Station in August 1843. Since his arrival in the East he has been actively employed on various parts of the station in China, in India, and in the Archipelago. During the late war in the Punjab, Captain Maitland was employed in conveying troops to the frontier posts. His duties were laborious and important. The flag of Rear Admiral Sir J. T. Cochrane was hoisted on board the Spiff during the ascent of the river Bruni and the attack on the Capital, and it is supposed that the fatigue which Captain Maitland underwent on this occasion may have assisted in bringing on the attack which carried him off. The Spiff came up here from Borneo with despatches, and on the 23rd of August the Steamer's arrival at the anchorage immediately proceeded to the spot to render assistance. The exposure and fatigue which Captain Maitland here underwent brought on a return of bilious remittent fever, under which he had suffered severely about two years previously—the attack was of a most severe nature, and although at one time he rallied, and hopes were entertained of his recovery, these hopes were frustrated, and he sunk under the weight of the disease, having expired on board his vessel in the roads at midnight on Monday last.

The remains of Captain Maitland were interred in the Church yard on Tuesday evening, with all the honors appertaining to his rank, and besides the officers of the vessel several of the residents attended the funeral as a mark of their respect for the services of Captain Maitland, who had unfortunately deceased. The attendance of the residents would have been much more numerous, but no means were taken to give notice of the time when the ceremony would take place, and only a few who learned it by accident were enabled to attend.

Captain Maitland was much beloved by his officers and men, being endearing to them by his amiable disposition and manner, and the same qualities had gained him the esteem of many at the different parts of India and China, which he visited, and to whose announcements of his being dead, they were all cut out of the mouths of sinners with regret. The services of Captain Maitland, especially in the late proceedings in Borneo, were fully recognized by the Admiralty, and it is highly probable that the mail succeeding the arrival of the despatches in England, will bring the announcement of his promotion to the rank of Post-Captain. He is now, however, beyond the reach of earthly honor and fame, and neither the approbation of superiors, nor the love of friends can move him more.—Ibid.

Reports, Minutes, and Despatches on the British Position and Prospects in China.

With this title, a bulky brochure has, during the past week, been published by Mr. Montgomery Martin, late Treasurer of the Colony of Hongkong. To cut a long story short, the object of the writer of this pamphlet is to prove that Hongkong is the most eligible place on earth for the British Colonies in China, and that China is the most eligible place for the purposes of our international intercourse. To establish this, Mr. Martin brings to bear a heavy load of certain statistics, public correspondence with officers holding appointments, both at home and observations based on personal experience with regard to the relative merits of the two islands as to their healthiness, their commercial importance, and their utility in disseminating Christian civilization.

Mr. Martin tells us in his pamphlet, that he applied for leave of absence to lay over these facts to the home legislature, that his leave was refused on the ground of its being informal according to the rules enacted for the regulation of the service in China, and that consequently he determined on a "conditional resignation" to carry out his patriotic views.

Now, although we do not, for a second question the well-known abilities of Montgomery Martin, to pass judgment on questions, with which he has rendered himself eminently familiar by acute investigation and very extensive travel, we cannot but ourselves to the "great fact" of his discontent with his position in China, and his constant collision with "Governor Davis." It is surprising how personal interests will warp the soundest judgment, and there is no doubt that Mr. Martin is a man of vast mental requirements. But as throughout the pamphlet there is a manifest irritability about "Governor Davis," who never seemed disposed to coincide in opinion with Mr. Montgomery Martin, we must, in common justice to the public weal, and on the usual a priori principle, be excused for not subscribing too hastily to all the doctrines propounded by the extensor of Hongkong.—Ibid.

We yesterday received files of newspapers and letters from China up to the 24th May. We regret to observe that the government of Sir John Davis contains anything but a popular one. Heavy complaints are made that whereas China is about to be surrendered with the most becoming promptitude and candour, the Chinese are to be allowed to defer to an indefinite period their portion of the compact—that of permitting foreigners to resort to Canton. It is sad enough, after the lessons past experience has, or ought to have, taught us, of the mischief of the old dilatory system, that symptoms should begin again to make their appearance of a tendency to resort to it. Prudence, discretion, and great moderation, as usually acquired with such peoples as the Chinese, but which are not to be found in those who are so ready to attempt to conciliate, gave us the second Chinese war, and the answer returned to Mr. Gladstone's representation of grievances appears to have a very great influence. A "little" looking correspondence on the subject of Government, and appears in the Chinese Mail, and is a very valuable vehicle of public information, and is to be considered the organ of the Government. It is a most interesting and important journal, and is a most accurate record of the proceedings of the Government, and the only one that is so generally read, and so generally understood, as to be of any use to the public.

pression, in proof of the displeasure of the authorities. The whole thing looks little enough; and opening, or professing to open, a tender for public printing, where there is said to be nothing worth the name of competition, is far from dignified.—Bombay Times, July 3.

THE MILITARY STRENGTH OF THE UNITED STATES.

(From the Augsburg Gazette.) The military strength of the United States is usually far overrated; we are blinded by her numerous resources, and do not consider that these resources are, to a small extent developed, and from the weakness of the Central Government can be but imperfectly employed. We rather estimate America by what she may possibly be at some future distant period, than by what she actually is at this moment.

The most exaggerated ideas are entertained of her naval power; we fancy her rival of the English. The American navy in 1846 consisted of the following vessels:—1 ship of the line, six, one of 70 guns, and three of 74; seventeen frigates, mostly of 44 guns, with a total of 738 guns; thirty four smaller vessels, of 30 to 6 guns; two steam boats of 500 horse-power, one of 220 horse-power, and one of 120 horse-power—total, 1,360 horse-power. The American fleet in 1845 was manned with 8,100 seamen, of which only 960 were American born, the majority of the remainder being English. In this manner we can see that the American navy could send to sea within one month being five ships of the line and six first class frigates. However, America has important sources for her navy in her numerous merchant ships and steamers, employing about 63,000 men, of which, however, above 40,000 are born Englishmen. The English royal and merchant navy employs 288,630 men. A great merchant navy can only be of importance when backed by a strong war navy, in which the seamen brought up to arms, can be made available.

The American army in 1844 consisted of 8,616 men; this, in proportion to the total population, is but 1-22 of the French army, and 1-26 of the Bavarian army. Although the Americans have done much, by their military school at Westpoint, to diffuse military science—and although they have, even in time of peace, a disproportionately large number of officers, yet are these insufficient to give the necessary readiness and skill to an army suddenly and largely increased in the number of its ranks. The militia, rated at 1,760,000, or 9-2 per cent of the population of 1844 18,990,000 inhabitants, or of any supply of available cavalry or artillery for even the greatest necessity, no idea can be entertained. Without these, in open ground, like the whole coast land of the States is throughout, Napoleon's guard itself could have done nothing, much less a militia with only a sprinkling of military knowledge and forms.

The preponderance of agricultural population will, however, cause this militia to have a fine physique, and a good moral character, and also, what cannot be too highly prized, many of them will be practised marksmen. Still, the more the physical condition of the army is set forth, the more is the total want of organic homogeneity felt; also the principal quality of a regular army—subordination. This will also be increased by the unrestrained freedom of the Americans in their civil life.

No allusions ought, however, to be allowed with regard to the number of militia that can be brought together. Male labour is there scarce. At harvest-time the militia will disband itself, and for such periods the enemy will suffer their chief attacks. One of the greatest obstacles to a good and especially long-enduring conduct of a war, is the want of a strong central government, which can dispose untrammelled of the military resources of the confederation. The different States of the Union will feel the burden of the war in very various proportions, especially the States on the sea-board, as navigation and trade will be at a stand still. Among these, in particular, whether the war will be attended by the thicker population, the number of large rich towns, and perhaps also by a commercial jealousy of its flourishing manufactures. The sudden fall of all sorts of paper in consequence of a war, as well as the change in the value of the precious metals and all other articles, will cause a chaos in the money-market and state of credit, that would be felt throughout the Union, but most in New England, and the rest of the States. The Western States, on the contrary, will only feel the war in its effects of a stoppage of the sale of their produce, and an increase in the price of manufactured goods.

The successes of the Americans in the war of independence, as also in the war of 1812-15, have caused the Americans greatly to overrate their own military strength. They ascribe these successes to their strength, while in fact, they only resulted from a rare combination of fortuitous circumstances. In the war of independence, the capitulation of Burgoyne at Saratoga was the foundation of all subsequent successes, by giving occasion to the alliance with France. The disparity in the talents of the respective commanders, the French alliance, and the then pending war, in which England was engaged with France, Spain, and Holland, were all causes of the success of the American arms.

The war in 1812, showed repeatedly in the highest degree, the inferiority of the American militia, and proved that quadruple and quintuple superiority cannot compensate for radical deficiencies in a military power. However, they seldom speak in America of the numerous defeats sustained by the Americans in their own States and in Canada; they only speak of Jackson's victory in New Orleans. General Jackson would not, however, have been so successful before New Orleans, but for the delay and errors of the English command.

The chief strategical ideas of England in 1812 were to attack the largest and most regular cities that could contribute to the war, and to waste the attacking force in a fruitless manner. At the present time, the American coast is favourable to vessels from both to south and to north, these operations would follow quick upon the other, before the Americans concentrated on one point, and the English dispersed. These boats will serve to transport the troops, and will be quickly transported from one part of the coast to another with ease and speed, and on the other side the importance of the coast will be enormous, as increased since that period. New York in 1844 had 431,000, Philadelphia 310,000, Baltimore 161,000, and Boston 118,000 inhabitants. The United States have certainly a great number of steam-ships, but compared to England but few large seagoing steam-ships; they are also wanting in means of armament and trained men for the marine and artillery service. Nor are these procurable on a large scale, that obedience and endurance in a large regular army, that certainly is fitted for sea by widening the keels, and otherwise strengthening them, but their mode of construction, and the weakness of their machines, would unfit them for warlike purposes or speed in a heavy sea. In spite of their disproportionately small means of resistance, the Americans, blinded by their cheaply-gained glory in the wars of 1776 and 1812-15, persist in challenging the English by their chivalry and rhodomontade of all kinds. The latter are slow to challenge a war, while it could result in few real advantages, which would cause them the most serious injury. The Southern States produce three-fourths of the cotton by a million and a half of the English people are employed. How, then, would all these people be supported when the supply of cotton fails? What would become of the great sums lent by the English to America? How would the East Indies stand, when a part of the force now maintaining order there is withdrawn to be employed against the United States? Would not Canada risk, especially if England refuses to admit her wheat at a lower rate than American, and thereby forces down the value of Canadian land, so well kept up by the present differential duty? Could England bring the greatest part of its cotton from India and Egypt, she would doubtless hold a firmer one against America than now, when the hands of the giant are chained by fetters, which, though only of cotton, are as strong as if of iron. If once England, by masked concessions and diplomatic brood winking, succeeded in preserving peace yet awhile, still will this in the end avail nothing; it will, in spite of all, come to war. The real causes of quarrel do not lie in Oregon, nor in Texas, nor in Mexico, nor in Canada, but in the ever-increasing demands of the Americans. But if England must strike the blow, it will be boldly and decisively struck, that all may be over between one cotton merchant and another. Some fine morning we shall read in the papers that an English experimental squadron has destroyed the American fleet or hospital at New York. The American fleet will sail for peace, the rest, such and east will clamour for peace, the rest, whom no red-coats can trust, will not yield, but will probably refuse to pay. The notion of America's present military strength will thus burst like a soap bubble.

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Shipping Intelligence. ARRIVALS. AUGUST. 25. Mor. Alston, Calcutta. 26. M. Bannatine. Picken, London. 26. Poppy, Cole, Calcutta. 25. Lark (Am.) Tibbits, Shanghai. 26. Ellen, Rodger, Singapore. 26. Emperor, Jones, Bombay and Singapore. 26. Coquette, (Am.) Eldridge, Cumingmoon. 27. Hindustan, (Am.) Gillespie, Whampoa. 28. Indianer, (Danh.) Holm, Nacoa. 28. Wm. Prowse, Thompson, Whampoa. 28. Lord Western, Rice, Tutucorin.

PASSENGERS. Per Mrs. Bannalyne, Rev. V. and Mrs. Milne and Servant; Rev. Mr. and Mrs. Clelland; R. Dil M. D.; Lieut. Lily 18th Regt.; Mr. Churcher Orde; Mr. E. B. Eaton, Orde.; Mr. Boumont; Miss Sparks; Sargt. Farrel; Mr. Stolker. SAILED. AUGUST. 25. Nemesis, Deas, London. 26. Maid of Sulphur, Shilstone, Calcutta. 26. Arab, (Am.) Gibbes, Manilla. 26. Lark, (Am.) Tibbits, Whampoa. 26. Syed Khan, Governor, East Coast. 26. Yaccato, (Sp.) Villander, Manila. 27. Emperor, Jones, Whampoa. 27. H. M. Sc. Young Hebs, Lieut. Comding, Bate, Macao. 28. Ann Jane, Rowe, London. 28. Lady Mary Wood, (St-ship) Evans, Ceylon.

PASSENGERS. Per Sir. Lady Mary Wood.—FOR ENGLAND, Mr. and Mrs. Delano, child and 8 Servants; Mr. T. A. Gibb, Captain Bign, Captain Bullen. FOR ALEXANDRIA, Rev. Pierce Chanier. FOR SUEZ, Mr. Chanier. FOR SINGAPORE, Mr. Black, and Servant Signo V. Mascara, and Son, Sr. L. M. de Souza, and Servant and Mr. L. A. Stone.

REPORTS. Chebr. Harrison, London. Coquette, Eldridge, East Coast. Indianer, (Danh.) Holm, Whampoa. YACHTS IN VICTORIA HARBOUR. H. M. S. Agincourt, Captain W. J. H. Johnston, bearing the flag (blue) of Rear Admiral Sir Thomas J. Cochrane, Kt. H. M. S. Vestal, Captain Talbot. H. M. S. Dandolo, Captain McQuhan. H. M. S. Bk. Royalist, Commander G. Ogil. H. M. S. B. Ringold, Sir W. Rose, Bart. H. M. S. Valour, Captain Macgregor. H. G. S. P. Lieut. Aylmer, (Resigning). H. M. S. Dr. S. Alligator, Master Commanding King. H. M. S. Mindee, 2nd Master in charge Omer, Hospital and Store Ship.

Argo, Bremer, Kennedy, Macgregor and Co. Anglona, Lane, Macvicar and Co. A. Edward, Downward, Co. Livingston and Co. A. H. Hodgson. Order Bonaparte Hornumy, Coates, L. Matheson and Co. Coquette, (Am.) Eldridge, Russell and Co. Coquette, Harrison, L. Matheson and Co. Ellen, A. Rodger, G. Gilman and Co. Flectia, (Sp.) Jackson, Rawie, Druce and Co. General Wood, Stokes, J. Matheson and Co. Hindustan, Gillespie, (Am.) J. Matheson and Co. Indianer, (Danh.) Holm, Pustoe and Co. John Barry, Durham, W. H. Franklin Dent and Co. Lord Western, Rice, D. & M. Pestonjaux.

view in relation to these duties, to be acted upon sooner or later.

The Spanish claim for the admission of Cuba... The Spanish Ambassador, dated the 5th of December last, by which it appears that our minister at Madrid was already furnished with instructions...

A rumor has been circulated, with some appearance of authority, that it is intended to propose three rates of duty, one of fourteen shillings on colonial, one of ten shillings on foreign free labour, and one of ten shillings on foreign slave labour.

Another mode of escaping the present difficulty has been suggested, viz, to suspend the navigation laws, and admit Java sugar from Holland, where the stock is at this moment twenty thousand tons more than last year.

Nothing, however, can be so desirable on every account, as that a final arrangement should be made with regard to these duties; and no parties are, probably, more interested in such a final settlement than the colonists themselves.

In order to give a very great stimulus to the consumption of sugar, it would be retained to the public at four pence per lb; and such an arrangement of duties is quite possible at this moment to secure that object within four years without any sacrifice of revenue in the meantime, and with an ultimate and permanent increase after that period.

Table with 3 columns: Year, Colonial, Foreign. Rows for 1846, 1847, 1848, 1849, 1850.

Such a reduction of duties we believe would give a stimulus to the production of sugar both in our colonies and in foreign countries, far beyond any calculation that the most sanguine date now make. But taking merely the experience of the present time, let us see what the effect would be on supply, price, and revenue in 1850, the first year of the lowest duty which would be the most trying one.

the low rate of fourpence the lb, at which good sugar would be sold.

The most important consideration is whether a sufficient quantity could be obtained to supply such a demand. Last year, we imported upwards of 5,811,381 cwt. of 220,000 tons. What we would require for the contemplated consumption would be 374,000 tons, or 84,000 tons more than the supply of last year.

One word as to the fiscal effects of this plan. It will be said that an increase of the present revenue may be obtained by a higher scale of duties. We think it probable such might be the case; but it would be at the sacrifice of commerce, and the ultimate perfect success of the scheme.

COMMERCIAL INTELLIGENCE. SHANGHAI.

Our latest letters from Shanghai are dated 29th July. Considerable purchases of Raw Silk had been made in the interior for Canton at advanced prices, making the cost of the Silk laid down at Canton, inclusive of Transit Charges, not less than 8450 for good Tastes. The probability is, that the Dealers who had previously contracted to deliver to Foreigners at Shanghai at 8300 for Tastes will evade their contracts.

The market for new Congous had not opened, nor was it expected that anything would be done in them until after receipt of advices of the opening prices at Canton. The supply of Green Teas was expected to be large, and the chief purchasers would most likely be the Americans.

Table with 2 columns: Tastes, Best, Inferior. Rows for Tastes, Taysam, Yuen-Fa.

CANTON MARKET REPORT.

The sales of Cotton during the month have been inconsiderable and prices are again lower, 3.2 being the highest rate for first Bombay. Retail sales have also occurred in Timmerly and Bengali at 65 and 74.4 for the best qualities in the market.

COTTON YARN.—The imports lately being heavy buyers have taken alarm and sales with difficulty were made at our reduced quotations, the only demand at present being for low numbers of which the stock is not excessive.

LONG CLOTHS.—Holders generally are not pressing sales through the commoner qualities are lower in price, by some five shillings among the Chinese and in the absence of any real demand the nominal rates are below those of last month.

Capers are held for 14 s 6d. Plain Or; Pakoas are also pretty firmly held at 23 s 2d. The best extra fair quality were taken at 18 s 2d; the best extra fair quality were taken at 18 s 2d; the best extra fair quality were taken at 18 s 2d.

CANTON PRICES CURRENT.

Table with 2 columns: Imports, Duty Paid. Rows for Ale, Amber, Betei Nu, Canvas, Scotch, Cochineal, Copper sheathing, Very scarce, S. Am., Cordage, European, COTTON, Bemhay, Madras, COTTON GOODS, White Shirtings, Grey ditto, Yarn, Nos. 16 & 24, Chintz, Furniture, METALS, Tin, Banca, Straits, Iron, Nails, Bar, Steel, Tin plates, Lead Pig, Quicksilver, OPIUM Patna, Banars, Malwa, new good, Pepper, Rice, Battans, Banjar, mannan, Straits Battans, Sandalwood, Malabar, Tinor, S.S. Isl, Saltpetre, WOOLLENS, Spanish Stripes, Long Ells, scarlet, well assorted, Camlets, English, Dutch, Medium Cloth, Ladies.

EXPORTS.—ON BOARD.

Table with 2 columns: Alum, Camphor, Cassia, Buda, China Roots, Musk, Rhubarb, Tawny, Hyson Skin, Hyson, Young Hyson, Imperial, Gunpowder, Total.

Export of Tea from China to Great Britain.

Table with 2 columns: Congou, Capser, Souchong, Fongong, Sorts, Flowery Pekoe, Orange Pekoe, Total.

Export from 1st July to date including the "William Process."

Table with 2 columns: Congou, Souchong, Sorts, Flowery Pekoe, Orange Pekoe, Scapod Pekoe, Total.

EXPORT OF TEA TO THE UNITED STATES.

Table with 2 columns: Total Green and Black, Total Green, Total Black, Total Green and Black.

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Table with 2 columns: Total in 3 vessels, Young Hyson, Hwang, Hyson Skin and Twankey, Imperial, Gunpowder, Total Green, Souchong and Congou, Pouchong, Pecco, Orange Pekoe, Ouloung, Total Black, Total Green and Black.

SILK EXPORT.

The Export of Raw Silk to the United Kingdom, from Canton and Shanghai, from 1st July to 30th June amounts to about 17,000 Bales; as follows:

Table with 2 columns: From Canton, including shipments in Hongkong, Bay of Bengal, From the Coast, From Shanghai, Total.

PRICES OF BULLION.

Sycee Silver, 9 s. Spanish Dollars, Ferdinand, par. Republican ditto, as per. Carols, 6 per cent premium.

EXCHANGE.

ON ENGLAND.—Private bills—6 Mos. 4. 3/4d to 4 1/2. Oriental Bank bills—6 Mos. 4. 3/4d. ON INDIA.—Company's accepted bills on Calcutta 2 1/2 Rupees per 100 Sp. Drs. Unaccepted 2 1/2.

FREIGHTS.

To London or Liverpool, £4. 15 to £5. To Amoy, 80 per ton of 40 feet. To ports north of Amoy, 7 s 6 d.

SHIPS LAID.

To London.—William Gillies, Brucephais, Ramillies, China, Sterling and Flora Whit. To Liverpool.—Queen Mab.

(From the Singapore Free Press, August 13.)

EASTERN ARTICLES.

Alum.—No demand and stocks very large. Arrack.—The last sale noted was at 80 per half leuger, and not much prospect of improving. Stocks being heavy.

Bees Wax.—Not so much in request, and could not be purchased under 838 per picul.

China Root.—Not very saleable, and only in small lots.

China Camphor.—We have not heard of any sales, stock much reduced and prices will likely advance towards the end of the year.

Cassia.—None held in first hands, and sales could be made of good quality at \$104 per picul.

Cotton.—Large stocks and selling slowly. Gunas Bercha.—Is still in great demand, but very small quantities have come to market.

Gum Benjamin.—First quality wanted for Europe market, as also good seconds and thirds generally saleable here for Indian market.

Gum Dammar.—Quite neglected and in no demand.

Gumbugoe.—None in the market, and good would command a fair price.

Gambier.—Producers more anxious to sell and prices would be reduced to suit purchasers, tonnage however still continues very scarce, which prevents operations in this article, it may be quoted at \$1.30 a 1-40 per picul according to the mode of receiving it, whether in Baskets or Bags, the latter is the more general way now.

Gunnies wanted, stocks much reduced.

Hides, Buffalo.—Stocks large both in first and second hands, waiting tonnage.

Opium.—The First Queen has imported 236 chests. The only sales reported consist of 20 chests Bonas at \$50.—and a few chests Turkey at \$20.

Pepper, black.—There has been less demand for the article during the week. WHITE has been in no demand.

Rattans.—Stocks increasing and price going down.

Sago, Siam.—None in the market for sale; some Java offering, but we have not heard of any sales.

Sago, Penri.—Not in much demand and prices have been made at \$2.55 per picul including cases. Flour.—Not now so much wanted for the Europe market.

Saltpetre.—Heavy stocks.

Sagore, Manila.—We hear of sales of No. 1 \$104 and of No. 4 at 84 per 1,000.

Tobacco.—Little to be had at present, the season's supply will soon be at hand.

Exchange.—On England.—New Bill at 4 1/2 and 4 3/4. Treasury Bills have also been at same rate.—10 months date Bills are 4 1/2 and 4 3/4.

On Calcutta.—Sales at 216 Rs per 100.

On China.—Several sellers but no buyers.

Torname.—Still much wanted.

(From the Bombay Times, July 11.)

STATE OF THE MARKET.—Bombay, 11th July, 1845.

We have little or no change to note in the market since our last publication. No sales have yet been made in Cotton goods, and this only transaction in metals that has come to our knowledge is a sale of 375 cwt. Braziers Copper at Rs 65 per cwt, and 125 cwt. Raised and Flat Copper Bottoms at Rs 54 per cwt.

Freight.—Ships loading for England have difficulty in filling up at 60d, and to China at Rs 7. To Mauritius the rate for grain is 14 annas per bag. To Calcutta it has fallen from Rs 408 to 380 per ton; and to Amoy, 2 1/2 and 2 1/4 d monthly duty.

On Calcutta.—Sales at 216 Rs per 100.

On China.—Several sellers but no buyers.

Torname.—Still much wanted.