

THE CANTON REGISTER.

"The free traders appear to cherish high notions of their claims and privileges. Under their auspices a free press is already maintained at Canton; and should their commerce continue to increase, their importance will rise also. They will regard themselves as the depositaries of the true principles of British commerce."

CHARLES GRANT.

VOL. 10.

TUESDAY, JANUARY 3RD 1837.

NO. 1. PRICE 50 CENTS

OFFICIAL NOTICE TO HIS BRITANNIC MAJESTY'S SUBJECTS IN CHINA.

Despatches have been received from The Right Honorable The Secretary of State for Foreign Affairs, signifying the abolition of the Office and Salary of the Chief Superintendent of the Trade of British subjects in China.

His Majesty's Government has been pleased to appoint Captain Charles Elliot, R. N. to perform the duties of Chief of the Commission, from this date.

Macao December 14th 1836.

By order of the Superintendents of the Trade of British Subjects in China.

EDWARD ELMSLIE,
Secretary & Treasurer.

OFFICIAL NOTICE.

CONSIDERABLE inconvenience and public expense having been incurred, by reason of improper conduct of certain Masters of British Merchant vessels in wilfully leaving behind in this place, men belonging to be said vessels; Notice is hereby given that this practice is contrary to law and that the offence may be prosecuted by indictment or information at the suit of His Majesty's Attorney General in the court of King's Bench at Westminster, as if it had been committed at Westminster in the county of Middlesex, and it is now declared, that the Superintendents will take measures to institute proceedings against any Master or Masters of British merchant vessels found offending herein in future.

By order of the Superintendents.
EDWARD ELMSLIE,
Acting Secretary & Treasurer.

18th April, 1836

NOTICE is hereby given that the H. C. Treasury is closed against the receipt of Cash for Bills on the supreme Government of India.

Canton, 31st December 1836.

[Signed]

J. H. ASTELL.

H. M. CLARKE.

Agents to the Honorable E. I. Company

NOTICE.

HAVING admitted Mr. WILLIAM POTTER LIVINGSTON, a PARTNER in my business, it will for the future be conducted under the firm of GIBB LIVINGSTON & Co

Canton, 14th Novr. 1836.

T. A. GIBB.

FOR LIVERPOOL DIRECT.

THE First class Ship ORIXA of 365 Tons. Captain Wm. Ager for terms of Freight Apply to Wm. & THOS. GEMMELL & Co. Canton, 15th November, 1836.

FOR LIVERPOOL.

THE Heywood, Captain Jones, will have early despatch, the principal part of her Cargo being engaged. For Freight apply to JARDINE, MATHESON & Co. Canton, 3rd Dec. 1836.

FOR FREIGHT OR CHARTER TO LONDON OR ANY OTHER PORT.

THE fine Ship CANTON, 507 Tons. Captain Mordaunt. Apply to JARDINE, MATHESON, & Co.

FOR SINGAPORE & BOMBAY.

THE BOMBAY CASTLE, Captain Wemyss; to Sail about the 15th January. For freight apply to JARDINE, MATHESON & Co. Canton 27th December 1836.

FOR LIVERPOOL.

THE fine new Ship WILLIAM JARDINE will meet with prompt despatch, and has spacious and elegant accommodations for Passengers. For particulars apply to CAPTAIN HIGHAY, or to JARDINE, MATHESON & Co. Canton, 22nd December, 1836.

FOR FREIGHT OR CHARTER.

TO any Port in GREAT BRITAIN.—The A 1 Bark ELIZABETH WALKER, 393 Tons. J. R. Hall, Commander. Apply to Wm. & THOS. GEMMELL & Co. Canton, 24th December, 1836.

FOR SINGAPORE AND BOMBAY.

The Ship CHARLES GRANT, W. Pitcairn Commander; will leave Whampoa with all despatch. For Freight apply to H. & N. CURRIE Canton, 12 Dec. 1836.

FOR LONDON.

THE ships STRATHFIEDAYE, Captain Jones, and NEPTUNE, Captain Williams, having the greater part of their cargoes engaged will have early despatch. The first named has three chops on board.

For Freight apply to

WETMORE & Co.

Canton, Dec. 16th, 1836.

FOR SINGAPORE AND CALCUTTA.

THE Ship LORD AUCKLAND Capt. Willie, will have early despatch for the above Ports. For freight apply to WETMORE & Co. Canton 27th Dec. 1836.

FOR FREIGHT OR CHARTER FOR LONDON.

THE Ship LORD WILLIAM BASTINCK, Captain Hutchinson, can have early despatch. Apply to WETMORE & Co. Canton, 27th, 1836.



FOR SALE.

THE CLIFTON has brought out a fresh supply of London Particular Madeira Wine from Messrs Newton, Gordon and Murdoch, in hogsheads and quarter casks.—Also Some Cases in Bottle of Choice old Madeira Wine; and a Few Dozen of Malmsey Madeira in Pints from the same house. Apply to the Commander of the HERCULES, Lintin, or to Canton, 26th Dec. 1836.

J.A. INNES.

NOTICE. The Undersigned have established a house here in connexion with the Firms of ROBT. WISE, HOLLIDAY & Co. at Manila, Singapore, Batavia, & the Cape of Good Hope;—with ROBT. WISE, FARBRIDGE AND Co. London, and ROBT. WISE AND Co. Liverpool. Canton, 1st January, 1837. ROBT. WISE, HOLLIDAY & Co.

NOTICE. The interest of SAMUEL RUSSELL and AUGUSTINE HEARD in our house ceased on the 31st December, 1836. Canton, 2nd January, 1837. RUSSELL & Co.

NOTICE. The Copartnership hitherto existing under the Firm of MARKWICK, EDWARDS & Co. ceased this day. All persons having claims against the said Firm are requested to forward them, and all persons indebted to the same are requested to pay the amount to the under Signed. ROBT. EDWARDS.

3 Imperial Hong, Canton, 31 December 1836.

NOTICE. Robt. Edwards respectfully informs his Friends and the Public that the Business hitherto carried on under the firm of MARKWICK, EDWARDS & Co. as Auctioneers and Commission warehouse keepers will be continued by him.

3 Imperial Hong, Canton, 31 December, 1836.

SINGAPORE AND CALCUTTA.

THE MARY SOMERVILLE, Capt. Thos. Jackson, will sail from Whampoa, for the above Ports, on the 12th Proximo. For freight apply to GIBB LIVINGSTON & Co.

Canton 26th Dec. 1836.

FOR FREIGHT OR CHARTER TO LONDON.

The River built Ship MALCOLM, Captain JAMES EYLES, 600 Tons A 1; now at Whampoa, to sail with all possible despatch. Apply to J. & W. CRAGG & Co.

Canton, 7th October 1836.

UNION INSURANCE SOCIETY OF CANTON.

PARTIES, previous to applying for Insurance, are requested to notify the same, that the Vessels on which they intend to ship may be surveyed, (free of expense to the assured) before any outward cargo is put on board.

The Agents for the Society are from this day.

London, Messrs. Palmers, Mackillop, Dent & Co. Singapore, Messrs. A. L. Johnston & Co.

Calcutta, Messrs. Mackillop, Stewart & Co. Manila, Messrs. Russell & Sturgis

Bombay, Messrs. Forbes & Co. DENT & Co. Secretaries.

NOTICE.—Mr. Geo. T. Braine, late of the Firm of Messrs. Whiteman & Co. and Mr. John Russell Reeves, late Tea Inspector to the Hon. E. I. Company in China, have been admitted Partners in our firm since the 1st July 1836.

Canton, 8th October 1836.

DENT & Co.

NOTICE. We have established ourselves in this place as general Commission Agents in connexion with Mr. William Gemmell of Glasgow, and Messrs Gemmells & Co. of Valparaiso.

Canton, 3 November, 1836 WM. & THOS GEMMELL & Co

ATLAS INSURANCE OFFICE, CALCUTTA.

Parties intending to apply for Insurance are requested to notify the same, in order that the vessels on which they intend to ship may be surveyed (free of expense to the assured) before any outward cargo is put on board.

The Agents for this Society are

LONDON, SIR CHAS. COCKERELL Bt & Co. MADRAS Messrs. E. S. MORAL & Co.

BOMBAY, Messrs. Mc. GREGOR, BROWNIE & Co. SINGAPORE Messrs

GUTHRIE & Co. BELL and Co. Agents CANTON.

ALL LETTERS MUST BE POST PAID.

CANTON.

ARRIVED. The American vessels CONSTITUTION, Glidden, from Manila; and THEODORE, Leach, from do. 9th Nov. and Boston 17th July. The Theodore spoke the American Ship Brooklyn on Dec. 20th from Sydney to Manila; and the British bark Martha, Viner, on Nov. 12th to the Southward of Gaspar Straits.

SAILED. MID. LOTHIAN, MORRISON, COVENTRY, Purdie, FAVORITE Robinson, (for Leith. DIANA, Dudman, for London. MEDORA, Laws, and SCHOON VERBODEN, Drayer, for Batavia.

Passenger. Per Mid Lothian. Mr. Sinclair.

The GLENELG and EARL OF BALCARNAR are under despatch for Bombay

and the HYTHS for London.

In doing ourselves the honour of offering the compliments and congratulations of the season to our numerous subscribers in all parts of the world, sincerely wishing all of them many and happy returns of *New Years* until that year which must come—the last, we have the pleasure to inform them that, having purchased a *Largest-sized Columbian Press*, we shall henceforth throw off the *Canton Register and General Price Current* in *Folio*, instead of *Quarto*, in which size and form they have hitherto been separately published. We say this with great submission to the opinions of our local subscribers, for should we hear from a majority of them that they are not for whole volumes in *Folio*, we shall defer to their wishes and and continue the publications in their present size and form.

The Press not having yet arrived in Canton, we cannot promise that the second week of 1837 shall see a *banthing* attain such rapid and precocious growth;—still we have some hopes that our *two-weeks old* will attain its predestined gigantic size; at any rate, as we now possess a Press of the requisite power, we shall, as early as possible, publish the two papers in one in a *Folio* size.

His Majesty's Superintendents—We are not aware that any thing definite is known as to the probability of Captain Elliot and his staff arriving in Canton. We have heard from Chinese authority, that if he wishes to come up to trade, he will be permitted to come; but that if he has any other object, he must await the arrival of orders from Peking.

We have extracted from the *Canton Repository* for last month, a Notice of the late captain Horsburgh, which contains a communication from *Nauticus*.

No effort of ours shall ever be wanting to forward the object which *Nauticus* has so much at heart; and we have such just confidence in his unwearied zeal in the cause which he was the first to bring before the public in China, that we are sure the cause itself—sacred and important as it is—will receive the attention and support it deserves from all nations, through his generous and sympathetic advocacy.

From the the *Calcutta Papers* which have lately reached us, we learn that Chambers of Commerce have been established at Madras and Bombay.

In one of the Numbers of the *Englishman* [which No. we have unluckily mislaid], there is an account of the disastrous shipwreck of the British bark *Doncaster*, near the Cape of Good Hope. This vessel had left the Mauritius for England, with a number of invalids and passengers. In the official letters (published in the *Englishman*), it is stated that about 40 bodies had been washed on shore—men, women and children. Some books, boxes &c.—led to the discovery of a few of the unfortunate sufferer's names. The hull appears to have been entirely shattered to pieces, for portions of the wreck which had been driven on shore were small to a degree never before seen in a shipwreck.

THE PROVINCIAL CITY.

It is reported by many natives that *Heu Naetse* has again sent in a report to the emperor, requesting the abolition of the prohibitions against opium.

It is authenticated that the teaman have said—"that the teas of the second spring gathering are superior to the first, because at the first there were too heavy rains, which caused the taste of the tea to be thin and poor, and the color pale, yet we shall not consider this year either the first or second sort (of teas), but all shall be advanced in price four-tenths and moreover, in all the tea chests in which lead and tin are used—each of these articles shall be advanced in price, because the profits of those engaged in the tea trade this year are very small."

It is reported the teaman have also said—that since the commencement of the 14th year of Taoukwang, those who took opium to the Bohea hills to buy tea, when they arrived at the *Shaou-kwan* and *Kan-kwan* custom-houses, all

paid a duty to the officers; at the *Shaou* a half dollar on a ball of Patna, at the *Kan* four mace; hence these two custom houses, in some year's space, have become very rich, and the opium-carriers lost all fear of detection: from these causes, many Canton people have lately gone passed the *Shaou* customhouse, from whence they can pass into *Hoonan* and *Hoo-kwang*, and there buy opium.

It is reported that the *kinchae*, *Choo Tszeyen*, is very secret and severe in his management of cases. He has brought all his inferior officers and attendants with him, who are not permitted to leave the *Kung-kwan*—or hall where he resides; therefore not the least matter connected with his proceedings can transpire.

Wang, the criminal judge, is said to have resumed his former habits of going about the streets at night incognito.

Peking Gazette. 9th moon, 23rd day (November 1st 1836). Received the following imperial edict.—"Keying is an officer of the first rank. To the solicitations of the imperial eunuchs he did not resolutely oppose himself. The censorate have made their report, and requested my imperial will to deprive him of official rank. His fault really deserves such a punishment. Hitherto all affairs entrusted to him have been well managed, and the circumstances of this affair are yet trifling; but walking on the frozen dew or the firm ice one cannot but proceed slowly. I order that *Keying* be dismissed from his offices of President of the board of civil office, of Lieut. General, of a *Tao Ling* of the infantry, and from being a great officer of the household. As a mark of a favour, I order him to fill the office of a *Shelang*—or vice-president: thus he will know that I treat him kindly.

It is my duty as emperor to govern the country, and to hold with extreme justice (the laws); let no one hope for indulgence who commits an error. Let all the officers of my court observe my imperial heart; there must not be any connivance in affairs—thus prevent your emperor the extreme anxiety of repeatedly issuing reprimanding orders. Respect this.

* The Officer withdrawn from the Canton Commission.

AMING.

At 2 P. M. yesterday the unfortunate and tortured *A-ming* was brought out of the city under a guard, wearing a heavy wooden collar, and placed at the gate of *Howqua's* hong, where he is to remain two days, and then to be moved to *Mowqua's* gate for the same time, and so on through the whole thirteen hongs.

The crime brought against *A-ming* is the smuggling of sycee—undoubtedly a crime in a native, and the turpitude of which is greatly increased at the present time, when the late strict official warnings on the subject are considered. But it must also be considered that his confession of his guilt has been wrung from him by torture: an Englishman, therefore, considers him innocent. No bounds, then, can be set to our just and burning indignation at the treatment he has received at the hands of the local government. We have heard that he was beaten with the bamboo six different times, until the very flesh, although before a stout and well-looking man, was wasted from his body. O ye celestials! this is your justice, this is your mercy!

We know that our own penal code has many and great faults; we know that torture is still inflicted in Europe; but with the exception of Russia and China—twin and neighbouring brothers—we do not know of any state that makes pretension to universal dominion or perfect government. The knout of Russia and the bamboo of China are a pair of instruments with which more than two thirds of the human race are governed in slavery.

It should not be forgotten by the Foreigners that *A-ming* was and is a hongmerchant—a partner in a hong; and we have little doubt that his severe punishment and degrading exposure are not without an intended effect on their feelings, as well as a warning to his brother hongmerchants.

We have heard that the severest measures are to be taken to put down the opium trade; that the government are build-

ing new fast-boats, to be stationed at Lintin and elsewhere; all powerful, all pervading money will, we doubt not, neutralize this new-found zeal for the observance of the laws; but guilty or innocent, what is to recompense Aming?

RESPONSIBILITY OF HONG MERCHANTS.

We beg permission to be allowed to correct an error into which we fell in our former remarks on the number of the members of the hong who have contributed to the Consol. We have been informed that the three senior of the junior hongmerchants, Hengtae, Mingqua, and Saouqua, were made to contribute to the debts of their senior brethren before they had been made three months and continued contributing till the final settlement of the debts; and further, that after three years' probation they each paid a sum of money to the hoppo for using his influence with the authorities in Peking to get them enrolled on the list of senior, or responsible, merchants.

The company had no claim against Manhop or Chunqua, and the declaration of their supercargoes cannot be binding on other individuals; they were individually creditors, and had little to do with the terms obtained beyond stopping the money, in proportions pointed out by Howqua, from the balances due to each hongmerchant by their employers the H. E. I. C. The rest was managed by the creditors generally. We have also since been told that the hongmerchants themselves neither doubt nor deny their responsibility; which, however, we think should not be a cause of overmuch trust to the foreign traders; for in the event of a hong failing, it's foreign creditors would have to wait many years for the final and full liquidation of their claims.

While on this subject we think it as well to notice what has been lately said both at Calcutta and here on the opium trade.

If the attack has been unphilosophical and rude—witness the instance of a hired murderer, reasoning on the committal of a crime forbidden in the decalogue as well as by every human government, being brought into the argument as a parallel case—the defence has not, we presume to think, been so powerful as it might have been.

Principles are sharp two-edged tools to deal with, and are never and cannot ever be brought into full play, in all their pure abstractness, in a world of matter inhabited by finite beings.

If principles can be carried through, the next step will be to explain that of evil in morals and physics; but only a superior being can do this fully and effectually: even the pure principles of mathematics cannot be carried through in the manufacture of a machine; motion and friction forbid this pure effect.

The world has been given to man for his habitation, and seems made in, or rather to have arrived at it's now beautiful state, through a countless series of ages and revolutions to fit it for this design.

Even the race of man may have it's term of existence allotted to it here; and when man disappears, the world may be prepared for becoming the residence of a more perfect and material being.

The race is cared for and preserved by the creator; the individual must care for and preserve himself; and he does so by pursuing the different paths of life, of which commerce cannot be considered the least useful.

The general principles of commerce being once admitted, to prohibit the commerce in any one article, whether prussic acid, nux vomica, tobacco or opium, would be highly unphilosophical; much could be said to prove this assertion, had we either time or space:—gunpowder has destroyed more than opium, — whilst the latter has sojiced and saved numbers: yet the manufacture and sale of gunpowder is regulated, not forbidden on account of it's destructive uses—nor the great use to which it is generally applied. The real question appears to be more strictly stated thus:—man being a free-agent, the right bestowed on him to use all the productions of the earth—his designed home—as he has the skill to prepare them, is manifest; and we

think the honorable the archdeacon Dealtry, will not contend for the converse of this assertion—that man is not a free-agent: he knows what would be the consequences too well.

CHINESE ISLANDS.

The only alternative for placing our commercial connections with China on a firm footing, which appears to meet with general approbation, is the acquisition of an island, either by purchase or treaty. That this last resource will follow in the ordinary course of events, and that such a measure will be forced on us is even not doubtfully expressed in a late memorial of a sagacious adviser of his celestial majesty; and why then, it may be asked, should we ourselves be doubtful and backward? Without giving an opinion on the subject at present, or holding out any encouragement to it as a just measure of policy, we may say that surely it is right to extend geographical knowledge.

If the more we correctly know about the islands on the Chinese coast, the propensity for making one our own becomes stronger and stronger, then let both our own and the Chinese government look to it; for they may be both assured that the Free trade, on both sides, will be a match for them; let them, then, reflect, and avert what may be considered a political and commercial evil.

It may be considered in this case, that to do a great good we may be justified in doing a little wrong; for should an independent British settlement be founded on the shores of China, the consequences which would flow thence for the civilisation (in an European sense of the word) of this and the neighbouring countries, would be incalculable. Another Tyre might arise.

Leaving to some future Raffles to fix the spot, we shall proceed, as far as our limited knowledge permits, to present our readers with a general view of the Chinese islands which are best adapted for a commercial entrepôt.

Sound policy would, doubtless, fix upon an island as near as possible to the central part of the N.E. coast of China (*Vide. Sir James Urmston's pamphlet*) but extensive, and provided with a good harbour, and situated in the track of the Chinese junks; unfortunately, however, the choice is not (*yet*) left to us, and we must accommodate ourselves to circumstances.

HAENAN.

is the southernmost of the Chinese islands, between Lat. 18° 11' and 20° 1' N. and Long. 108° 23' and 111° E. from Greenwich. It is productive, well inhabited, and for the greater part under the jurisdiction of the Chinese, and has several good harbours, which are well described by Horsburgh. It's situation, however, is too far south; comparatively but few junks visit it, and on the whole it's trade is on rather a limited scale.

FORMOSA, or TAI-WAN.

the largest island under Chinese domination, with three very considerable emporia and Bar-harbours on it's west coast, namely, *Taiwan Foo, Lokang and Tan Shawy*; and one good harbour, that of *Kelang* or *Kelang* on the northern point, is well fitted for becoming one of the most flourishing colonies on the globe. The possession, however, of this part of the island is too valuable to the Chinese empire for it's government to cede it on any terms or for any price to any foreign power; for from the moment strangers establish their influence on the western side of Formosa, Fuhkeen must cease to be numbered amongst the eighteen provinces of the middle Kingdom. Our knowledge of the east coast does not enable us to decide whether a suitable spot for the formation of a settlement could there be found. For a pleasing account of this island, extracted from Benyowsky's travels, we beg to refer our readers to the concluding numbers of the 7th and the 1st no. of the 8th volumes of the Canton Register.

Between Formosa and Lucania we find a number of small islets little known, and inhabited by a very uncivilised race. The heavy gales, however, which frequently

blow through these straits render the navigation dangerous. We are moreover, not aware that there are any good harbours; and the inhabitants are decidedly hostile to strangers.

A chain of islands, called by the natives *Katchi Kasema* (the eight islets) by some, *Madjicosema* extending in an easterly and north easterly direction from Formosa, were visited in 1797 by Captain Broughton in the Providence. They deserve peculiar attention, since they are beyond the influence of the Chinese government, and inhabited by a humane race of people, who are said to be tributary to Loo Choo, and to speak a dialect of the Japanese language.

(To be continued.)

NEWLY DISCOVERED SHOAL IN THE CHINA SEA.

November 19th, 1836. While standing in for the Palawan Coast, having the starboard tacks aboard, wind N Easterly, ships head E S E. and going 3 knots per hour, at 11.30 A. M. saw rocks under the ship's bottom, apparently having 7 or 8 fathoms water on them. Put the helm down, and sent a man in the chains to sound, but before he could clear the lead, for that purpose we were off the shoalest part: got a cast 15 fms rocks. The ship missing stays stood on E S E. and kept the lead briskly going, for the distance of 3 miles, gradually deepening to 37 fms hard rocky bottom.

We then had irregular soundings of 37.30.27.25 fms another mile, when we suddenly got off the bank, and could get no soundings with 100 fms line: distance ran from the shoalest part of the bank to its edge, S E by E 4 miles, allowing one point for leeway. At noon made the shoalest part of the Bank to be in Lat. 10° 20' North and Longitude by chronometer corrected a few days previous by a sight of the Royal Captain and Bombay Shoal's 117° 20'. 30" East. There was no appearance of broken water from the mast head, no unusual swell on the bank, and probably it may not be dangerous. The unsettled appearance of the weather, prevented me from examining it more particularly with the ship's boat. As this appears to be a new discovery, I named it Lord Auckland's Bank.

JOHN WILLIE.

Commander of Ship Lord Auckland.

(Canton Press, Dec. 31st 1836.) of Calcutta.

CAPTAIN JAMES HORSBURGH.

HE IS DEAD—is the only obituary we are able to give of this eminent hydrographer. "They who go down to the sea in ships—who do business in great waters, these see the works of the Lord and his wonders in the deep"—is the appropriate motto of his great Directory, that incomparable work, in which the labors of his life are described by his own hand. Those "directions for sailing to and from the East Indies, China, New Holland, Cape of Good Hope, Brazil, and the interjacent ports, compiled chiefly from original journals at the India House, and from observations and remarks, made during twenty-one years' experience, navigating those seas," are his best memoirs, his choicest legacy, his brightest earthly glory. To record him, the author of the India Directory, the man who has done so much to render safe the highway of nations, is the greatest tribute we can pay to his memory. We admire his works; we lament his death; and heartily echo the sentiments, which have at once spontaneously burst forth from every part of our community.

The following remarks, signed Nauticus, we introduce with much pleasure, knowing that they come from one, than whom no other person is more worthy, or better qualified to speak, on the points under consideration. He says:—

"The press in Canton with disinterested zeal has most ably advocated the endeavor to keep alive the memory of Captain James Horsburgh, by some work of public utility—emblem of his labors in the cause of science and navigation. *Finis coronat opus*. If you would give the subject a place in your pages, it would be of essential service in not only strengthening and confirming the efforts of your contemporaries generally, but particularly in America, where the name of Horsburgh is justly appreciated: of this a strong earnest is shown in the ready and generous manner in which the cause has been adopted by her citizens now residents in Canton. It has been assigned as a reason why no edition of the Directory has been published in America, that the press there held such a work sacred to the objects and emoluments of the author. Truly therefore may America be called his friend.

"It is much to be regretted that no materials have been given, in any of the periodicals yet arrived here, to assist you in giving interest to what can now be known of him chiefly in his wonderful work. I knew him only through many conversations at the India House, and occasional chance-meetings; but I never left him without a strong and increased impression of respect drawn from his kind and willing manner of conveying any information requested of him, and especially from that single-mindedness, which seemed to form a marked feature in his character. I have it from a friend, an old resident here and one of his great admirers, that he came to this country quarter master in one of the Company's ships, the *Circenester*, Captain Thomas Robinson, and that in the same ship he went home as a passenger at the same commander's table. So that "he came in a the haw-hole, and went out at the cabin window." The ascent of the

adder, not unfrequently makes the climb grow giddy at the top. Not so with Horsburgh. The manner in which he bore his rise added one more to the sum of his merits, in lieu of detracting from their number. The motto he has chosen for his great work, may show how his mind was imbued. I deal no farther with this than to point out to you an excellence which, beyond any other, I am sure, will give him a claim on your respect. His habits seemed to be all of the most simple and industrious kind; and I think I have heard him say, not many years before his death, that he walked every day to his home in the country, some four miles from the India House. This spirit of perseverance, even in small things, may be cited as cause and effect of that unwearied diligence, that laborious research, and above all, that ardent, even jealous love of truth, which enabled him to benefit the world by one of the most valuable and useful productions ever issued from the press. There is almost a spirit of adventure manifested in the recital of his own remarks, which might have justified the adoption of another seamen's motto, *Falconer*, omitting allusion to the catastrophe. He seems to have sailed with a prophetic eye to his future fame, and to have braved the dangers which beset his track, in order to make the risks incurred by himself sources of safety to others. This may be shown in the frequent groundings and striking records of his ship, the 'Anne,' *Nullum quod tetigit non ornavit*, has been said in praise of some man of eminence; of Horsburgh it might be paraphrased, *nullum quod monstravit non tetigit*—so many were his collisions with hidden dangers.

"A word on the subject of a light-house, as being considered by many, the best calculated memento to honor the name. It would be difficult to fix on any work more cosmopolitan in its nature—a great desideratum in recording services given to the world at large; nor perhaps could any plan be found more akin to the nature of those services. Wherever erected it would be hailed with thanks by all steered by its friendly ray; and in proportion to the stress of the need, would be the gratitude to the name, which in death, as in life, has ever been the seaman's guide. The follower of Zoroaster might suppose the soul of his friend to tenant the light hung out for his direction, and to all time would take a religious interest in rendering the ray perpetual. Bombay was his home in the east, and we may hope the future collections in that quarter will show in what estimation he was held by the princely subscribers to all objects of public utility there residing.

"The site of the light-house or houses (for I hope there will be many) must be left to future decision. The paramount object now is to call the world's attention to the question, and to swell the list of contributors. To this, Mr. Editor, you will give essential aid if you will favor the cause. Should the Straits of Malacca be selected, or any place within their government, the East India Company, whose valued servant Horsburgh was, will with their accustomed bounty give every facility and take on themselves, no doubt, the charge of maintenance. In short, at home and abroad, we hope there may be but one universal alliance, and that all will concur in honoring him who has so much benefitted them. I am &c.

Canton, December 20th, 1836.

"NAUTICUS."

We have only space to add, that public meetings have been held; a committee of correspondence appointed; and something more than \$4000 already collected, in Canton. The Committee consists of the following gentlemen, namely, W. Jardine, L. Dent, Captain J. Hine, W. S. Wetmore, J. H. Astell, M. J. S. Van Basel, Thom. Fox, Framjee Pestonjee, and Wm. Haylett, honorary Secretary; they have sent forth a circular, which has appeared in the Canton Register and the Canton Press, both of which papers give the subject their entire approbation. *Pedra Branca*, at the entrance of Singapore Straits, has been named as the site for one of a series of light-houses, which it is hoped may ere long rise in the Eastern seas.

(Canton Repository, December 1836.)

Seizure and imprisonment of smugglers. On the 11th instant, governor Tang, admiral Wan, and the hoppo, sent up to Peking a joint memorial concerning the seizure of two boats and fourteen men, captured while engaged in smuggling. The first boat with four men was empty; but the seizure led the way for the capture of the second boat, on the 27th ultimo, with nine men and 19,500 taels of sycee. The names of these men and the places of their residence are given. Under torture they confessed they had been engaged in the contraband trade, and gave the names of their accomplices. The case is reported in detail for his majesty's scrutiny. Han Shaouking, the gallant colonel who was deputed to wait on Lord Napier, is reported as the chief manager in the seizures. The 19,500 taels have been distributed among the captors. It is said, the government has a long list of suspected persons, for whom search is now being made. A partner in one of the new hong has been seized, and very harshly beaten. By his friends, it is feared he will be decapitated.

The expulsion of foreigners from Canton, which was to take place early this month, has been postponed. The regulations of the port, as sanctioned by the emperor, require all foreigners to leave the provincial city early in the summer; but that former practice, by slow degrees, as gone into disuse: this fact and a tender regard for those who come from far, are the ostensible reasons for postponing the execution of the edict of the 23rd ultimo.

Ten pirates were executed recently in Canton, for having destroyed life and property on board a native vessel, nor far from Macao, near the Nine Islands. See the Canton Register of the 20th instant.

The present position of local affairs is very unsatisfactory, and cannot, we think, be long continued. A crisis must come. The present system is pregnant with evil. Appeals to the local authorities are of little avail. Under such circumstances, we do not wonder that even the "most pacific" desire—urge—demand, that those whose duty it is to regulate affairs of state will no longer keep themselves aloof from a work to which, sooner or later, they must come. It is high time to open a direct communication with the court at Peking. There is no time to be lost. Let the minds of the Chinese be disabused; let foreign commerce be freed from every thing illegal and unjust; and let the governments of the west, acting in concert, endeavor at once to gain access to the ear of "his august majesty," and solicit for themselves and for those over whom they rule, that respect and consideration which are due. Then peace, good will, and prosperity, may here be enjoyed.—*Ibid.*