

Blundell, and Co.; 2 cases stationery, J. Draper; 5 casks manufactures, J. F. Norman; 1 case books, Australian Subscription Library; 1 case apparel, W. A. Beckett; 13 cases paper, 26 cases-sugar candy, 30 casks refined sugar, 15 cases cigars, 13 cases linseed oil, 1 case slops, 6 bales, 14 cases, 3 bales woollen cloth, 2 cases walking-canes, 7 cases, 2 baskets, 5 casks, 6 bales, Flower, Salting, and Co.; 2 cases books, A. Sillitoe; 2 butts linseed oil and 2 butts boiled oil, F. Whitworth; 1 parcel books, Bishop of Australia; 1 box, W. Robertson; 6 boxes, 5 cases, 6 packages, A. Willis; 1 bag seed, 1 case glass, 60 hogsheds beer, 1 box soap, 1 box candles, 200 cases window glass, 4 tierces tobacco, 37 casks beer, 2 casks British malt spirit, 4 cases soap, 3 boxes crown glass, 19 sheets lead, 16 casks shot, 4 tierces white lead, 60 boxes tin plates, 70 bundles rod iron, 15 bundles steel, 165 cart boxes, 3913 bars and 260 bundles iron, 50 cases Geneva, 400 bundles iron hoops, 50 casks nails, 1 hogsh-head brandy, 41 casks bottled beer, 20 hogsh-heads beer, 8 crates earthenware, 8 casks blacking, 4 cases confectionery, Order.

January 20.—*Elizabeth*, ship, 950 tons. Moffatt, master, from Liverpool: 40 boxes tin plates, 36 tons bar 4 tons bundle 5 tons nail-rod 5 tons hoop 2 tons sheet and 150 tons of pig iron, 26 bundles spades and shovels, 50 kegs nails, 164 plough-moulds, 86 kegs nails, 16 cases sheating copper, 5 kegs composition nails, 50 kegs nails, Gilchrist and Co.; 51 loads deals, 395 hams, 15 bundles bacon, 28 tierces pork, 10 hogsheds rum, 18,760 slates, A. B. Smith and Co.; 24 tierces soda ash, 80 barrels rosin, R. W. Robinson; 1 barrel hardware, W. Clarke; 15 crates and 2 casks earthenware, R. M. Robey; 1 box wearing apparel, Gosling, Brown, and Co.; 1 box wearing apparel, Dr. A. Liddell; 5 pipes, 15 hogsheds, and 20 quarter-casks Sicilian wine, T. C. Breillat; 300 bags white salt, 3 dozen mats, J. L. Roberts; 5 boxes linens, Rowand, Macnab, and Co.

January 20.—*Waterlily*, schooner, 155 tons, Hayle, master, from Hobart Town: 34 casks resin, 7 casks soda ash, 20 bags bran, Eccleston and Hirst; 2 cases caps, 1 chest apparel, Order.

January 23.—*Tryphena*, brig, 131 tons, Horn, master, from New Zealand: 40 tons manganese, 20 tons copper ore, 200 pieces white pine, 33 planks, 15 casks beef, C. Abercrombie; 32 bundles whalebone, Campbell, Hill, and Co.; 81 pieces white pine, 1 box sundries, Robinson and Dawson.

January 26.—*Cuba*, barque, Jeyes, master, from Newcastle, for London: 803 bales wool, 240 tierces beef, 37 logs cedar, 34 tons copper ore, 38 cans oilmen's stores, 12 quarter-casks wine, 1 carriage, 1 case muskets, 3 casks tallow, 183 hides, 4000 horns.

January 30.—*Union*, brig, 155 tons, Grainger, master, from Launceston: 5 bundles kangaroo skins, Flower, Salting, and Co.; 386 bags and 5981 bushels wheat, Order.

January 30.—*Alice Brooks*, barque, 212 tons, Jackson, master, from Liverpool: 25 bales cottons, 1 bale blankets, 4 cases hosiery, 5 cases small wares, 2 bales flannel, 1 bale shirts, 1 case haberdashery, 6 cases boots and shoes, 2 cases linen bagging, 11 half-barrels gunpowder, 154 barrels beer, Gosling, Brown, and Co.; 13 cwt. hams, 7 cwt. bacon, A. B. Smith and Co.; 9 kegs tobacco, Campbell, Hill, and Co.; 61 trusses woollens, 1 box cotton stuffs, 2 cases mats, 1 box stuffs, 23 cases hosiery, 3 cases woollens, 76 cases and 3 bales cottons, 3 cases linens, 3 cases silks, 11 sheets lead, 15 bundles brass tubes, 66 bundles and 2 boards lead pipes, 67 boxes and 83 bales cottons, 41 bales and 16 boxes stuffs, 7 cases braziers' copper, 10 copper boiler bottoms, 10 kegs sheathing nails, 112 copper bolts, 2 casks brass wire, 356 casks speiter, 1 ton block tin, 300 cases Geneva, 16 boxes hats, Rowand, Macnab, and Co.; 40 half-barrels gunpowder, R. Sparrow; 62 iron grates, 8 iron fenders, 18 iron baking plates, 1 cask iron castings, 4 bundles 28 barrels 1 basket 1 box and 1 truss hardware, 45 tons iron, 4 tons hoop iron, 1 ton and a half sheet iron, 1 ton iron castings, 42 bundles shovels, 12 bundles scythe handles, 18 boxes sheet glass, J. Donovan; 2 cases cottons, 8 kegs tobacco, 13 casks hardware, 35 camp ovens, Eccleston and Hirst; 12 barrels brandy, 4 barrels Geneva, 2 bales cottons, 2 boxes woollens, 1 crate earthenware, 7 kegs nails, R. W. Robinson; 22

cases 3 boxes and 44 bales cottons, Flower, Salting, and Co.; 1 case preserved fruit, T. S. Mort; 17 casks and 10 boxes apothecaries' ware, 1 bottle quicksilver, 1 hogsh-head hollow-ware, R. M. Robey; 15 boxes tin plates, 2 casks hardware, 5 casks hollow-ware, L. Iredale; 13 bales and 1 truss blankets, W. Walker and Co.; 1 box apparel, E. Aspinall; 1 case matches, J. Mural; 1 box stationery, S. Clemesha; 20 barrels pickled salmon, G. Thorn; 6 boxes linen, 3 boxes cottons, Gilchrist and Alexander; 5 barrels provisions, 5 packages (a gig), 1 case small wares, 6 hogsh-heads, 15 tierces, and 15 barrels acetate of lime, Order.

EXPORTS FOR JANUARY.

January 2.—*Wilson*, ship, Hourston, master, for London: 1377 bales wool, 151 casks tallow, 114 casks sperm oil, 86 casks black oil, 31 casks cocoon oil, 17 bundles whalebone, 2331 hides, 3520 horns, 12 casks extract of bark, 121 bags ground bark, and 2 casks merchandise.

January 3.—*Trinidad*, barque, Brown, master, for Manila: 25 horses, 10 casks tar, 60 tierces beef, 10 casks coal tar, 1 bale cloth, 1 cask mutton hams, 1 bale kangaroo skins, 1 case slops.

January 6.—*Dorset*, brig, Walsh, master, for Adelaide: 10 cases haberdashery, 33 cases chocolate, 2 casks ink, 20 boxes candles, 14 boxes fruits, 6 boxes tins, 1 case slops, 2 cases prints, 4 cases salad oil, 25 packages chairs, 12 cases oilmen's stores, 1 case saddlery, 1 case glassware, 6 rolls lead, 5 casks soda, 5 casks currants, 10 boxes tin plates, 5 cases drugs, 3 cases sperm candles, 3 hogsh-heads Geneva, 2 cases cigars, 2 packages tobacco stems, 3 barrels gin, 1 hogsh-head and 1 quarter cask British gin, 1 package snuff, 5 bales slops, 1 case arrowroot, 2 crates earthenware, 1 box apparel, 20 boxes and 40 half-boxes soap, 1 case wine, 3 hogsh-heads rum, 143 logs cedar, 8 casks fruit, 4 hogsh-heads brandy.

January 6.—*Sicartvik*, Swedish barque, Hjarme, for Hongkong. Original cargo—1594 tubs and 2 boxes steel, 9 barrels tar, 1200 boards, 400 battens, 400 deals, 27 spars, 2 cases cau de Cologne, 24 kegs salt beef, 31 tins crackers, 500 blocks and sheaves. Cargo shipped hence—1182 bars 5 bundles iron, 85 logs, 175 boards, and 30 square pieces cedar, 4 cases haberdashery, 39 cases garden seeds, 8 tons salt, 1 hogsh-head 3 cases wine, 19 cases safes, 1 case medicine, 2 cases provisions, 2 cases 1 bale paper, 4 hogsh-heads 1 tierce and 1 case glassware, 2 cases saddlery, 1 case muskets, 1 case perfumery.

January 9.—*Fortitude*, barque, Arbutnot, master, for London via the Cape of Good Hope: cargo for London:—50 tierces beef, 33 logs cedar, 4 cases shell lac, 1 case quinine tooth powder, 8 casks varnish, 31 casks sperm and 124 casks black oil, 181 ox hides, and 1 case curiosities. Cargo for the Cape—100 rams, 23 trunks, 1 case shoes, 12 cases confectionary, 69 kegs and 111 half kegs tobacco, 1 case tweeds, 5 cases plants and seeds, and 1 case apparel.

January 11.—*Coquette*, schooner, Cummins, master, for Launceston: 26,000 feet cedar.

January 11.—*Will Watch*, schooner, Winstone, master, for Launceston: 256 bags 10 hogsh-heads sugar, 9 casks molasses, 6 bales sacks, 12 bags bags, 13 chests 5 half-chests tea, 46 barrels sugar, 10 puncheons rum.

January 12.—*Lively*, cutter, Pearce, for Port Nicholson: 25 tons flour, 5 cases wine, 1 case pickles, 1 hogsh-head rum, 4 hogsh-heads porter, 4 cases slops.

January 13.—*Hawk*, schooner, Brown, master, for Port Adelaide: 10 barrels tar, 10 cases sherry, 12 tierces beef, 95 bags rice, 8 bags ginger, 10 bags saltpetre, 2 cases 1 cask arrowroot, 5 bags coffee, 10 cases claret, 5 barrels currants, 2 casks carraway seeds, 6 hogsh-heads porter, 16 barrels ale, 2 bales cottonwick, 4 rolls lead, 2 cases paper, 14 boxes tin plates, 19 boxes mould candles, 421 half-boxes soap, 7 boxes blue, 9 cases starch, 2 bales bags, 3 cases 2 bales paper, 2 casks salt, 2 cases castor and 2 cases salad oil, 12 boiler plates, 4 bales corks, 4 casks fruit, 16 hogsh-heads brandy, 23 hogsh-heads 4 puncheons rum, 9 hogsh-heads Geneva, 2 cases cigars, 1 barrel whiskey, 41 chests congou, 30 chests and 40 half-chests hysonskin, 1 case 1 bale thread, 3 cases stationery, 1 case steel pens, 1 cask ironmongery, 16 boxes tin plates, 1 bundle wheat

riddics, 4 hogsh-heads loaf sugar, 30 cases wine, 1 bale leather, 6 rolls lead, 1 hogsh-head bottles, 1 puncheon rum, 29 logs cedar, 60 barrels ale and porter, 2 cases castor oil, and 2 casks carraways.

January 12.—*Louisa*, brig, Tucker, master, for Hobart Town: 10 puncheons rum, 5 cases cigars, 1067 bars iron, 13 hogsh-heads sugar, 1 bale slops, 10 packages furniture, 230 bundles iron, 320 boxes soap, 20 bundles bags, 7 barrels 1 case fruit.

January 12.—*William*, brig, Grant, master, for Launceston: 5 casks sugar, 20 bags rice, 10 cwt. salt, 5 tons flour, 10 tons stone, 13 bundles leather, 9 bundles bags, 1 case cheese, 10 hams, 1 case glass, 1 case apparel, 50 chests tea, 9 bags of bags.

January 15.—*Fanny*, barque, Andrews, master, for London: 852 bales wool, 53 casks tallow, 40 tons manganese ore, 250 tierces beef, 40 bundles whalebone, 40 tons copper ore, 100 cases cassia, 23 cases sago, and 90 tons returned goods.

January 16.—*Amelia*, brig, M'Dougall, master, for Auckland: 40 kegs paint, 3 kegs paint, 1 cask yellow ochre, 18 boxes black tea, 10 cases port wine, 3 boxes sugar-candy, 84 sides leather, 1 horse, 1 case cigars, 40 head cattle, 2 hogsh-heads brandy, 2 kegs tobacco, 2 barrels currants, 40 boxes soap, 12 bags flour, 1 sofa, 1 case muskets, 1 bag spices, 2 bales calico, 1 case 1 cask ironmongery, 1 box cheese, 1 case medicines, 20 camp ovens and covers, 5 wheat and 1 coffee mill, 2 barrels corks, 15 boxes pipes, 1 case slops, 1 hogsh-head salt, 10 bags flour, 1 dray and harness, 1 plough, 1 bundle hardware, 1 case 1 bale paper, 1 cask gunpowder.

January 17.—*Caroline*, brig, Loten, master, for Hobart Town: 27 bars steel, 1 box curry powder, 1 box cayenne pepper, 13 boxes soap, 10 barrels 32 half-barrels and 36 quarter-barrels gunpowder, 9 barrels and 8 half-barrels pork, 20 barrels cider, 44 chests and 5 bags tea, 149 coils Manila rope, 1 chest apparel, 17 tons pig iron, 57 bars steel, 5 casks oranges, 1 ton soap, 58 bags maize, 1 bale slops, 1 package manufactures.

January 19.—*Persian*, ship, Openheim, master, for London: 1026 bales wool, 284 ox hides, 8 bundles calf skins, 148 casks tallow, 11 casks black oil; 179 cases cocoa-nut oil, 188 bags rice, 3000 treenails, 43 tierces beef, 38 bullock hides, 2 casks old copper, 27 bundles whalebone, 746 pieces lignum vitae, 6 cases curiosities, 236 logs cedar, 4 casks sperm oil, 1 case lace, 33 casks arrowroot, 9 casks hides.

January 19.—*Henrietta*, ship, Longford, master, for Calcutta: 7 casks preserved provisions, 1 case confectionary, 2 cases essence anchovies, 12 cases Madeira wine, 1 box apparel, 15 butts 44 hogsh-heads sherry wine, 358 bars copper, 39 casks old copper, 3 cases lace goods, 1 case, and 40 horses.

January 20.—*Glenroy*, schooner, Renfrew, master, for Liverpool: 457 bales wool, 461 pieces lignum vitae, 21 tierces beef.

January 22.—*Thomson*, cutter, Birkinshaw, master, for Melbourne and Port Albert: 20 chests congou tea, 488 bags sugar, 2 boxes merchandise, 1 box twine, 51 bundles iron hoop, 60 logs cedar, 25 barrels flour, 2 casks hardware, 2 dray wheels, 2 cart boxes, 1 bale woolpacks, half a ton sugar, 1 ton salt, 6 boxes soap, &c.

January 25.—*Aden*, barque, Waddell, master, for Port Phillip: 271 bags sugar, 30 chests congou, 33 chests and 34 half chests hyson skin, 1 package pekoe, 1 package souchong, 10 boxes hyson, 20 half chests twankay, 26 half chests young hyson, 70 chests 50 boxes 40 three-quarter boxes and 121 half chests tea, 894 bags sugar, 2 cases cotton goods, 33 cases and 14 bales, 20 hogsh-heads rum, 200 cases Geneva.

January 25.—*Maitland*, barque, Thomson, master, for Norfolk Island: 100 casks bottled beer, 21 tons coals.

January 25.—*Waterlily*, schooner, Hayle, master, for Hobart Town: 220 chests Hyson-skin, 200 half chests hyson skin tea, and 3 casks cheese.

January 25.—*Shamrock*, steamer, Gilmore, master, for Twofold Bay, Port Phillip, and Launceston: 2 casks pewterware, 2 casks glassware, 1 crate earthenware, 6 packages

hardware, 2 horses, 2 cases 1 bale slops, 20 boxes cigars, 60 bags sugar, 6 chests tea, 6 kegs colonial tobacco, 6 bales hops, 9 packages a billiard table, 15 cases silks, 5 casks fruit, 19 cases 1 bale slops, 1 case apparel, 1 case stationery, 908 mats sugar, &c.

January 27.—*Ocean*, barque, Ward, master, for London; 310 bales wool, 349 logs cedar, 10 casks tallow, 22 tierces beef, 74 bales flax, 75 firkins butter, 46 casks white lead, 14 cases agricultural implements, 11 packages harness, 3 cases iron castings, 1235 bars iron.

January 27.—*Bessy*, schooner, Freeburn, master, for Launceston: 87 logs cedar, 300 cheeses, 20 packages fruit, 4 bales bags.

January 22.—*Jean*, barque, M'Taggart, master, for London: 797 bales wool, 87 casks sperm oil, 74 logs cedar, 1 box specimens of natural history.

January 30.—*Honduras*, barque, Hall, master, for London: 1185 bales wool, 7 packages copper, 170 logs cedar, 258 cases wine.

January 31.—*Salus*, brig, Mallard, master, for London: 527 bales 2 pieces wool, 100 casks beef, 29 casks tallow, 224 green hides, and 92 chests tea.

## SHIPS IN HARBOUR.

*Atrastus*, barque, 365 tons, Chaplin, head of the Cove. Harper, Blundell, and Co., agents. Loading for London.

*Alfred*, barque, 716 tons, Brett, off Lamb and Parbury's Wharf. Flower, Salting, and Co., agents. Laid on for Valparaiso.

*Arachne*, barque, 349 tons, Pearce, in the stream.

*Ariel*, schooner, 147 tons, Thomson, on the Patent Slip.

*Ariel*, schooner, 72 tons, at Steel's Wharf.

*Bee*, brig, 134 tons, —, east side of Cove. Manning, agent. Laid up.

*Bull*, Swedish brig, 60 tons, Werngren, at Fotheringham's Wharf. Captain, agent. Bound for the South Sea Islands.

*Bintang*, barque, 264 tons, Wright, at Campbell's Wharf. Betts and Panton, agents. Discharging and laid on for Singapore.

*Bramble*, H.M.S., eight guns, Yule, at the Commissariat Wharf.

*Caledonia*, barque, 405 tons, Liddell, at Campbell's Wharf. Armitage and Co., agents. Loading for London.

*Catherine*, schooner, 165 tons, Moore, at Moore's Wharf. H. Moore, owner. Laid up. Boyd and Co., owners.

*Cornubia*, steamer, 94 tons, off Milne's Wharf. Boyd and Co., owners. Laid up.

*Diamond*, barque, 249 tons, Fowler, at the Circular Wharf. S. Wilkinson, junior, agents. Loading for Liverpool.

*Diana*, brig, 204 tons, —, off the Flour Company's Wharf. Dacre, agent.

*Diana*, brig, 136 tons, Tulloch, off the Flour Company's Wharf. M'Intyre, agent.

*Eleanor*, brig, 253 tons, Macfarlane, at Jones's Wharf. Donaldson, Dawes, and Co., agents. Laid up.

*Elizabeth*, barque, 175 tons, at Jones's Wharf. Peacock, agent. Laid up.

*Falcon*, schooner, 49 tons, Chape, at the Queen's Wharf. Polack, owner. Loading for the South Sea Islands.

*Fly*, H. M. S., 18 guns, Blackwood, in Neutral Bay.

*Gannett*, brig, 322 tons, Nicol, at the Circular Wharf. Ebsworth and Metcalfe, agents. Loading for London.

*General Hewett*, ship, 960 tons, Hart, off Armitage's Wharf. Armitage and Co., agents. Loading for London.

*Giraffe*, barque, 264 tons, Simpson, at Moore's Wharf. H. Moore, owner. For sale.

*Guide*, brig, 147 tons, —, at Jones's Wharf. J. J. Peacock, agent. Laid up.

*Hind*, brig, 140 tons, at Jones's Wharf. S. Lyons, owner. Laid up.

*Jane*, barque, 250 tons, Fowler, in the Cove. Hughes and Hosking, owners. Refitting.

*Julia*, brig, 131 tons, off the Flour Company's Wharf. Dacre, agent.

*Junio*, steamer, 364 tons, —, off Milne's Wharf. Boyd and Co., owners. Laid up.

*La Grange*, American barque, 273 tons, Stetson, in the stream. S. Wilkinson, junior, and Co., agents. Refreshing.

*Louisa*, brig, 186 tons, Tucker, at the Queen's Wharf. J. Macnamara, agent. Loading for Hobart Town.

*Magnet*, barque, 148 tons, Lewis, at Jones's Wharf. J. Jones, owner.

*Margaret*, brig, Tomkins, east side of the Cove. W. G. Robinson, agent. Laid on for Hong-kong.

*Martha*, brig, 121 tons, Livingstone, at Barker's Wharf. Wood, owner. Discharging.

*Medusa*, ship, 389 tons, Purdie, in the Cove. Flower, Salting, and Co., agents. Bound for Calcutta and Madras.

*Mumford*, schooner, 168 tons, Morrison, at Jones's Wharf. J. Jones, owner. Laid up.

*Munro*, brig, 225 tons, Balfour, at Gosling and Brown's Wharf. Rowand, Macnab, and Co., agents. Discharging.

*Navigator*, American ship, 416 tons, Graves, at Campbell's Wharf. S. Wilkinson, Junr., agents. Discharging.

*Neptune*, ship, 643 tons, Ferris, off Campbell's Wharf. Griffiths, Gore, and Co., agents.

*New York Packet*, barque, 270 tons, in Johnson's Bay. A. B. Spark, agent. Laid up.

*North Star*, H.M.S., 26 guns, Sir Everard Home, in Farm Cove. Refitting.

*Oratava*, schooner, 92 tons, Addams, at Milne's Wharf. Milne, owner. Laid up.

*Orwell*, barque, 304 tons, Banks, east side of the Cove. Banks, agent. Laid up.

*Penyard Park*, barque, 377 tons, Weller, at Circular Wharf. Flower, Salting, and Co., agents. Loading for London.

*Piscator*, schooner, 111 tons, Innen, at Jacques's Wharf. Loading for Moreton Bay.

*Pocklington*, barque, 204 tons, at Walker's Wharf. W. Walker & Co., owners. Laid up.

*Prince George*, 49 tons, Aird, off Macquarie Point. Fitting out as a tender to H. M. S. *Fly*.

*Regia*, barque, 180 tons, —, at Jones's Wharf. J. Jones, owner. Laid up.

*Seahorse*, steamer, 500 tons, laid up in Johnson's Bay. B. Boyd, owner.

*Sir Archibald Campbell*, brig, 205 tons, Keppell, in Neutral Bay. Hayes, owner. Advertised for Nelson, Port Nicholson, and Singapore.

*Skerne* brig, 121 tons, Shell, at Deloitte's Wharf. W. S. Deloitte, owner. Advertised for freight or charter.

*Strathisla*, barque, 387 tons, —, east side of the Cove. V. and E. Solomon, agents.

*Sultana*, ship, 374 tons, Lyell, at Campbell's Wharf. Campbell and Co., agents. Loading for London.

*Urgent*, ship, 408 tons, Thompson, at Moore's Wharf. Betts and Panton, agents. Taking in cattle for New Zealand.

*William*, barque, 344 tons, —, at Boyd's Wharf. B. Boyd, owner. Refitting.

*William*, brig, 149 tons, Grant, off Flour Company's Wharf. M'Intyre, agent.

*William Mitcalfe*, ship, 448 tons, Philipson, at Campbell's Wharf. Griffiths, Gore, and Co., agents. Discharging.

*William Stoveld*, brig, 187 tons, Davidson, off the Gas Company's Wharf. Lyall, Scott, and Co., agents. Laid on for London.

## VESSELS LAID ON FOR LONDON.

*Atrastus*, barque, 365 tons, Chaplin; 13 casks sperm oil, 49 casks cocconut oil, 98 casks tallow, 850 bales wool, 272 hides, and 11 logs cowrie timber, on board.

*General Hewett*, ship, 960 tons, Hart; 306 casks tallow, 150 casks oil, 200 felloes, 2750 bales wool, 8 logs cedar, 20 tons iron, 4 casks tamarinds, 466 horns, 156 hides, 3 cases merchandise, 14 cases cigars, 57 black-butt planks, and 79 bundles whalebone, on board.

*Penyard Park*, barque, 377 tons, Weller; 23 casks sperm oil, 200 bales wool, 60 casks tallow, 80 bags bark, and 20 tons hides, on board.

*William Stoveld*, brig, 187 tons, Davidson; 20 casks cocconut oil, 3 casks sperm oil, 4 casks old copper, 6 tons bones, 40 bales wool, and 16 casks tallow, on board.

*Sultana*, ship, 374 tons, Lyell; 160 bales wool, 70 casks tallow, 58 casks oil, and 3000 horns, on board.

*Gannett*, brig, 322 tons, Nicol; 400 bales wool, 50 casks oil, 40 casks tallow, and 30 tons cowrie timber, on board.

*Caledonia*, barque, 405 tons, Liddell; 8 casks tallow, and 4 casks oil, on board.

## FOR LIVERPOOL.

*Diamond*, barque, 249 tons, Fowler; 17 tons copper ore, 56 tons manganese, 10 tons dye-wood, 850 bales wool, 34 tons iron, 11 casks tallow, 9 casks and 29 boxes arrowroot, on board.

## COLONIAL WHALERS AT SEA.

(With their last Reports.)

*Mary*, 368 tons, M'Donald, hence 4th October, 1841; spoken by the *La Grange*, 6th March, 1844, with 1100 barrels sperm; Hughes and Hosking, owners.

*Caroline*, 194 tons, Hunter, hence 7th August, 1842; at Manui, 25th October, 1843, with 530 barrels; W. Walker and Co., owners.

*Proteus*, 254 tons, Christal, hence 15th August, 1842; spoken 3rd September, 1843, with 800 barrels; Dacre and Fotheringham, owners.

*Caernarvon*, 220 tons, Irvine, hence 22nd August, 1842; Irvine, owner.

*Nelson*, 274 tons, Rogers, hence 4th September, 1842, Jones and Mitchell, owners.

*Success*, 92 tons, Howell, hence 28th January, 1843; J. Jones, owner.

*Jane Eliza*, 419 tons, Bradley, hence 7th March, 1843; touched at Norfolk Island, in November, with 250 barrels; H. Moore, owner.

*Merope*, 312 tons, Hogg, hence 26th March, 1843, spoken in October, with 150 barrels; Blaxland, owners.

*Tigress*, 192 tons, —, hence 10th May, 1843; spoken by the *Lindsays*, 9th February, 1844, with 320 barrels sperm; Hughes and Hosking, owners.

*Australian*, 300 tons, Wiles, hence 14th June, 1843; spoken by the *Tigress*, 25th December, 1843, with 500 barrels sperm; Cooper and Holt, owners.

*Genii*, 160 tons, Long, hence 15th June; spoken by the *Lindsays* in November, 1843, with 300 barrels sperm; Williamson and S. Lyons, owners.

*Lindsays*, 200 tons, Williamson, hence 15th June, 1843; put into Port Stephens 18th March, 1844, with 500 barrels sperm; Williamson, Mitchell, and Russell, owners.

*Lucy Ann*, 213 tons, Lee, hence 25th June, 1843; spoken 9th September, with 100 barrels; S. Lyons and Jones, owners.

*Lady Blackwood*, 254 tons, Butcher, hence 23rd June, 1843; at Howe's Island, 8th March, 1844, with 200 barrels sperm; Lamb and Parbury, owners.

*Nimrod*, 232 tons, Sullivan, hence 17th August, 1843; spoken by the *Lindsays*, 1st February, 1844, with 180 barrels sperm; Lamb and Parbury, owners.

*Jane*, 365 tons, Fairweather, hence 20th August, 1843; spoken by the *Lindsays*, February, 1844, with 350 barrels sperm; S. Lyons, owner.

*Clarkestone*, 244 tons, Stewart, hence 13th September, 1843; spoken by the *Lindsays* in December, with 500 barrels sperm; H. Moore, owner.

*Woodlark*, 243 tons, Smith, hence 24th September, 1843; spoken by the *Lindsays*, 9th February, 1844, with 480 barrels sperm; H. Moore, owner.

*Scamander*, 230 tons, Nixon, hence 6th October, spoken by the *La Grange*, March 6th, 1844, with 200 barrels sperm; Mitchell and Co., owners.

*British Sovereign*, 365 tons, Cooper, hence 6th November, 1843; spoken by the *Lindsays*, 1st February, 1844, with 150 barrels sperm, 50 barrels black; Lamb and Parbury, owners.

*Terror*, 257 tons, Harper, hence 24th December; B. Boyd and Co., owners.

*Clarence*, 120 tons, Carrol, hence 25th February; Cole, owner.

*Fame*, — tons, Sargeant, hence 1st March; B. Boyd and Co., owners.

*Bright Planet*, 187 tons, Kyle, hence, March 20th; Mitchell and others, owners.

## VESSELS EXPECTED IN SYDNEY.

FROM LONDON.

*Cremona*, 400 tons, Bulley, November 16.

*Ganges*, 450 tons, Macdonald, November 20.

*Achilles*, 450 tons, Veale, December 1.

*Hindoo*, 400 tons, Beard, November 25.

*Mary Nixon*, 320 tons, M'Donnell, November 29.

*Mary Sharp*, ship, 500 tons, February 1.

*Elizabeth Jane.**Champion*, brig, 225 tons, Hultz.

FROM LIVERPOOL.

*George Henry Harrison*, schooner.*Helen*, ship, emigrants, 10th December.

FROM CORK.

*Elizabeth*, 437 tons, Morrice, emigrants, Nov. 24.

FROM RIO JANEIRO.

*Guernsey Lily*.

FROM PORT PHILLIP.

*Christina*, brig, 126 tons, Pearce.*Coquette*, schooner, 72 tons, Cummins.*Thomson*, cutter, 46 tons, Birkinshaw.*Shanrock*, steamer, 200 tons, Gilmore.

FROM ADELAIDE.

*Inorset*, brig, 82 tons, Walsh.*Emma*, brig, 133 tons, Fox.*Hawk*, schooner, 116 tons, Brown.

FROM HOBART TOWN.

*Caroline*, brig, 113 tons, Loten.*Waterlily*, schooner, 155 tons, Hayle.

FROM LAUNCESTON.

*Tobago*, brig, 126 tons, Pockley.*Dawson*, brig, 227 tons, Carder.*Resolution*, cutter, 49 tons, M'Veigh.*Union*, brig, 155 tons, Grainger.*Mary Ann*, schooner, 58 tons, Brown.*Coolangetta*, schooner, 110 tons, Jacks.

FROM NEW ZEALAND.

*Scotia*, schooner, 72 tons, Ward.*Challenger*, schooner, 83 tons, Hayes.*Terror*, schooner, 85 tons, Douglass.*Lively*, cutter, 37 tons, Pearce.*Calypsa*, brig, 106 tons, Harrold.*Wanderer*, schooner, 131 tons, Burns.*Star of China*, schooner, 190 tons, Ward.*Isabella Anna*, barque, 226 tons, Beard.*Vien*, cutter, 46 tons, Winter.*Amelia*, brig, 200 tons, M'Dougall.*Thomas Lord*, schooner, 70 tons, Brown.

FROM THE SOUTH SEA ISLANDS.

*Ernest*, schooner, 60 tons, Irvine.*Sultana*, schooner, 120 tons, Scott.*Rover's Bride*, cutter, 49 tons, Crew.

## SAILING DIRECTIONS.—GREAT BARRIER REEF.

(From the Government Gazette.)

*Sailing Directions for the Great Barrier Reef of Australia, from the Latitude of 14° 40' S., to the Latitude of 9° 58' S., with directions to enter by Raine's Island.* By Captain FRANCIS BLACKWOOD, R.N., commanding M.M.S. Fly.

From Lizard Island (the peak of which being 1200 feet in height, visible a distance of 25 miles and more, in clear weather, from a ship's deck, is in 14° 39' 28" south lat.; and 145° 30' 45" east long.) the Great Barrier Reef is distant 11 miles in a due east direction; from the parallel of this Island the Reef trends away to the north-west and west, without a practicable, or, at least, a safe opening for ships, till the meridian of Cape Melville be reached, when in the latitude of 13° 59' 20" S., long. 144° 34' 40" E., three good openings, one of which is nearly half a mile wide, will be discerned.

From the centre one of these openings (and they are about a mile distant from each other), Cape Melville, a very remarkable rocky headland, bears south 10 miles distant. Latitude of opening, 13° 59' 20" S., long., 144° 34' 40" E.

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

The reef now takes a more northerly direction, running due north for 23 miles without a good opening, when, in the latitude of 13° 3' S., long., 144° E., another opening, of the same extent nearly (viz., 3 miles) as the one abovenamed, exists. From this entrance, Cape Direction bears N.W. by W.  $\frac{1}{2}$  W. 25 miles distant, indeed the land, as far to the northward as 12° 20' S., is of considerable height, and may generally be made out from the Barrier Reef when in that parallel; this also may serve as a guide for a ship that may have failed in obtaining an observation for latitude, as north of that parallel the reef stretches out to a greater distance from the land, which is no longer visible from the barrier.

From 13° 3' S., the barrier runs nearly due

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

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

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

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

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

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

From this entrance (Black Rocks) Sir Charles Hardy's Isles bear N.W. by W. 90 miles distant.

In this Bay, (Wreck Bay), in the latitude of 12° 6' S., is Nimrod's entrance: it is narrow but safe.

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

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

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

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

Stead's Passage, hitherto much used, is safe but narrow, it is in lat. 11° 55' S., long. 143° 53' E., from it Sir Charles Hardy's Centre Island bears due west 21 miles distant, as however a ship taking this entrance will have several detached reefs outside of her, and in hazy weather might have a difficulty in clearly making out her position, I would strongly recommend steering for the passage by Raine's Island, which is broad and clear, and on which Government are about to erect a Beacon this season.

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

A ship intending to enter the Barrier by the passage of Raine's Island, should shape a course so as to make the southern extreme of a large detached horse-shoe Reef in lat. 11° 50' S., long. 144° 11' E.

While outside the Reefs a current of at least 1 mile per hour, setting to the N.W. should be allowed for, and no means omitted of ascertaining the ship's position in latitude, as should this entrance be passed during the night, the only remaining practicable passage (till Murray's Island be reached) is the Pandora's, 8 miles due north of Raine's Island.

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

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

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

Being 20 feet above the sea level, and nearly a mile in circumference, it can be just seen from the mast head of a 500 ton ship, at a distance of 10 miles.

Its N.W. extreme is in lat 11° 35' 10" S., long. 144° 6' East, measured from Port Macquarie, Sydney, and considering the latter position to be in 151° 14' 54" E. from Greenwich.

The island being clearly discerned and brought to bear north, 2 or 3 miles distant, a S. W. by W.  $\frac{1}{2}$  W. course for 9 miles will lead into soundings of 32 fathoms coarse coral, and the reefs will have been entered by a passage of  $4\frac{1}{2}$  miles wide.

There is also a good channel, of 2 $\frac{1}{2}$  miles in width, on the northern side of Raine's Island. In taking this northern channel, the N.W. extreme of the island may be approached within a mile, and a S.W. course steered when at that distance from it, by which means three or four sunken patches, having three fathoms on them, and bearing W.  $\frac{1}{2}$  N. four miles from the island, will be avoided.

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

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

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

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

The latitude of it is 11° 26' 40" S., long. 144° 5' 20" E.

From Pandora's Sandbank to Murray's Island, in latitude 9° 56' S., there is no opening that can be recommended for shipping, the Barrier running N.by W. and N.N.W. in one unbroken line of breakers for nearly 90 miles.

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

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

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

\* Outside the Barrier no anchorage is to be obtained.

## SYDNEY PRICE CURRENT.

## IMPORTS.

## PROVISIONS.

	£	s.	d.
Irish Beef, Per tierce	3	0	0
Mess Pork Prime Irish per brl.	3	0	0
Hamburgh	1	15	0
Mess Beef	3	0	0
Ham .. English, per lb.	0	0	6
Westphalia	0	0	4
Butter .. Irish, per lb.	0	0	4
Dutch	None.		
Cheese .. Cheshire, per lb.	Super-		
Gloster	sed		
Pine	by		
Dutch	colonial.		
Herrings Red	None.		
Pickled, brl.	None.		
Cod .. Newfoundland	None.		

## SPIRITS.

Rum ... 15 to 20 O.P., per gall.	0	2	9
6 to 10 O.P.	to		
1 to 5 O.P.	0	4	0
Under proof	0	2	0
Bengal	0	1	6
Brandy ... Cognac, 3s. 0d. to	0	5	9
Spanish	0	2	6
Holland. In wood (pale)	0	4	6
Tinged	0	1	6
Gin ... 4-gallon cases	0	12	6
Ditto	0	8	0
Whisky ... Per gallon (dull)	0	4	6
Arrack ... Ditto	0	1	6
Cherry Brandy (pints) per dozen	0	18	0

## WINES.

Sherry ... In wood, per hhd. £12 to	20	0	0
Bottled, per doz. 20s. to	1	10	0
Port ... In wood, per hhd. £20 to	35	0	0
Bottled, per doz. 22s. to	1	12	0
Claret ... In wood, per hhd.	Nominal.		
Bottled, per doz. 10s. to	1	0	0
Madeira	None.		
Teneriffe .. In wood, per pipe ditto	None.		
Marsala .. Ditto	20	0	0
Lisbon ... Ditto	None.		
Cape ... Company's brand	10	10	0
Other brands	9	0	0
Champagne .. Per dozen. £1 15s. to	2	10	0

## BEER.

Porter ... Taylor's, per hhd	4	0	0
Barclay's	None.		
Other Brewers'	3	0	0
Ale ... Byass's	None.		
Allsop's	5	5	0
Elliott's	None.		
Ind and Smith's	5	0	0
Taylor's	None.		
Bass'	None.		
Dunbar's bottled, per doz.	0	7	6
Other Brewers'	0	6	9
Scotch	0	6	0

## SUGARS

English ... Refined, per lb.	0	0	4
Mauritius .. First quality, per ton	22	0	0
Second quality	20	0	0
Manila .. First quality	22	0	0
Second quality	19	0	0
Bourbon .. First quality	25	0	0
Second quality	22	0	0
Java	20	0	0
Siam	25	0	0

## FRUITS.

Currants .. Zante, per lb.	0	0	5
Raisins ... Muscatel	0	0	6
Smyrna	None.		
Cape	None.		
Cape Dried Fruit assorted	None.		
Prunes	0	1	0
Figs	0	0	6
Almonds .. Jordan	0	0	6
Shell	0	0	9

## TEA AND COFFEE.

Hysorakin Per chest .. £3 10s. to	4	5	0
Bohea	None.		
Gunpowder Per box	2	0	0
Songou .. Per chest	5	0	0
Souchong .. Per box	1	15	0
Pekoe ... Per chest	1	10	0
Coffee ... Manila, per lb.	0	0	4
Java	0	0	4

## GRAIN AND FLOUR.

Rice ... Patna, per bag	0	15	0
Java per lb.	None.		
Carolina	None.		
Wheat ... Derwent, per bushel	0	4	6
Valparaiso	None.		
Colonial	0	4	0
Barley ... British	None.		
Oats Ditto	None.		
Oatmeal .. Per lb.	0	0	2
Flour ... 1st sort, per 100 lbs.	0	13	0
Second ditto	0	12	0
Third ditto	0	11	0
American per barrel	None.		

## TOBACCO.

Negrohead (American) per lb.	0	1	3
Cavendish Ditto	0	0	9
Brazil	None.		
Cigars ... Havannah, per 1000	2	0	0
Manila	3	0	0
Bengal	Nominal.		

## CANDLES.

English ... Meads per lb.	0	0	4
Sperm	0	1	6
Wax	0	2	0
Stearine	0	0	0
American .. Sperm	0	1	4
East India Wax	None.		
Colonial .. Sperm	0	1	6

## METALS.

Iron ... Assorted, per ton	4	0	0
Copper ... Sheathing per lb.	0	1	1
Zinc ... Rolled, per ton	40	0	0
Lead ... Ditto	18	0	0
Tin Plates .. Assorted	2	15	0
Shot ... Assorted	1	5	0

## SUNDRIES.

Mace ... Per pound	0	4	0
Nutmegs	0	3	0
Cloves	0	2	0
Cloth ... Blue Midg., per yard	0	10	0
Superfine blue	1	2	0
Ditto coloured	0	12	9
Blue for contract	0	10	6
Rope ... Assorted, per cwt.	Nominal		
Manila	1	12	0
Coir	None.		
Canvas ... Bleached, per olt	1	15	0
Turpentine, in jars, per gallon	0	5	6
Paint Oil .. Per gallon	0	6	0
White Lead, ground, in kegs, per cwt.	1	5	0
Black Paint, per cwt.	1	5	0
Green ... Ditto ditto	2	0	0
Tar ... Riga, per barrel	1	0	0
American	0	12	5
Coal	0	12	4
Fitch ... Per barrel	1	0	6
Oil Shooks, whit oak, for pipes, per ton	None.		
For barrels	None.		
Deal Plank, Norway, per foot	0	0	5
American	None.		
Gunpowder, Blasting, per lb.	0	0	0
Cannister	0	1	0
Glass	0	2	0
Mustard ... Pounds per doz.	0	16	0
Half-pounds	0	10	6
Pickles .. Quarts per doz.	0	16	0
Pints	0	10	0
Soap ... Hawes', per ton	30	0	0
Liverpool	20	0	0
Colonial	24	0	0
Salt ... Liverpool, per ton	8	8	0
Rock	6	0	0
Basket, per dozen	0	2	6
Fruits ... Bottled, per doz.	0	14	0

## EXPORTS.

Wool ... Choice flocks, per lb.	0	1	1
Good ordinary	0	0	0
Broken	0	0	8
In grease	0	0	6
Oil ... Sperm per ton	None.		
Hides ... Salted per lb	0	0	8
Cedar ... Good quality per foot	0	6	8
Trenails .. Per S. M.	3	17	0
Horns ... Per 123	0	10	0
Tips ... Per 123	0	15	0
Tallow .. Per ton	£13 to 28	0	0

## COMMERCIAL REMARKS.

SATURDAY, MARCH 23.

ALTHOUGH a fair amount of business has been done, but little activity in commercial transactions has been manifested. In grain, prices generally remain as they have been for several weeks past. Fine flour at the mills is quoted at 13s. to 14s. per 100 lbs.; seconds, 11s. to 12s. ditto; bran, 8d. to 10d. per bushel; No. 1 biscuit, 24s. per cwt.; No. 2 ditto, 18s. The *Navigator*, from New York, brought 520 barrels flour, and was bought up at 25s. per barrel. The demand for imported provisions is falling off; hams, cheese, butter, and bacon, are nearly superseded by colonial. Sugars are advancing. For Tea there is but little enquiry, the holders are firm. First brands of Brandy continue in limited request only, but the holders are confidently expecting higher prices, and will not sell at reduced rates. The demand for Draught Porter is limited to small parcels, which prevents any reduction in prices. Allsop's Ale stands at £5 5s. per hogshead, and stock getting small. The demand for Bottled Ale and Porter continues dull, and to effect sales a very low figure must be submitted to. In the absence of any sales, no alteration can be made in quotation. Hardwares generally remain dull of sale. Soft goods continue to be held with great firmness, and a steady business will shortly be done at remunerating prices.

## SPIRITS AND TOBACCO.

Stock on hand 5th January, 1844.—B. B. rum, 134,371 gallons; brandy, 209,881 gallons; Geneva, 67,311 gallons; whiskey, 12,467 gallons; liqueurs, 1085 gallons; British spirits, 6297 gallons; foreign spirits, 28,454 gallons; fig and Cavendish tobacco, 458,861 pounds; cut and Brazil ditto, 58,977 pounds; leaf ditto, 18,930 pounds; cigars, 62,626 pounds; snuff, 9299 pounds.

Received from 6th January to 23rd March.—B. P. rum, 34,198 gallons; brandy, 6207 gallons; Geneva, 4177 gallons; whiskey, 359 gallons; liqueurs, 67 gallons; British spirits, nil; foreign spirits, 516 gallons; fig and Cavendish tobacco, 30,979 pounds; cut and Brazil ditto, nil; leaf ditto, nil; cigars, 6537 pounds; snuff, 175 pounds.

Delivered for home consumption.—B. P. rum, 17,079 gallons; brandy, 11,684 gallons; Geneva, 730 gallons; whiskey, 468 gallons; liqueurs, nil; British spirits, 157 gallons; foreign spirits, nil; fig and Cavendish tobacco, 67,763 pounds; cut and Brazil ditto, nil; leaf ditto, 2582 pounds; cigars, 5906 pounds; snuff, 59 pounds.

Delivered for exportation.—B. P. rum, 8094 gallons; brandy, 13,049 gallons; Geneva, 6209 gallons; whiskey, 835 gallons; liqueurs, 22 gallons; British spirits, 259 gallons; foreign spirits, 1159 gallons; fig and Cavendish tobacco, 33,196 pounds; cut and Brazil ditto, nil; leaf ditto, nil; cigars, 75 pounds; snuff, 747 pounds.

Deficiencies on delivery for home consumption, including casks reported entirely empty.—B. P. rum, 1409 gallons; brandy, 686 gallons; Geneva, 50 gallons; whiskey, 48 gallons; liqueurs, nil; British spirits, 6 gallons; foreign spirits, nil; fig and Cavendish tobacco, 483 pounds; cut and Brazil ditto, nil; leaf ditto, nil; cigars, 76 pounds; snuff, nil.

Stock on hand 23rd March, 1844.—B. P. rum, 141,987 gallons; brandy, 190,769 gallons; Geneva, 65,499 gallons; whiskey, 11,475 gallons; liqueurs, 1130 gallons; British spirits, 5875 gallons; foreign spirits, 27,811 gallons; fig and Cavendish tobacco, 388,398 pounds; cut and Brazil ditto, 58,977 pounds; leaf ditto, 16,348 pounds; cigars, 55,599 pounds; snuff, 8668 pounds.

## EXCHANGES.

Mercantile Bills on England, at 60 to 90 days sight, 5 per cent. discount.  
Treasury Bills, not drawing.  
Bank Bills, at 30 days, 1 per cent. discount.

## FREIGHTS.

LONDON AND LIVERPOOL.

Oil, per tun	£4	0	0
Wool, per lb.	0	0	1
Tallow, per ton	3	0	0

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