

VESSELS LAID ON FOR THESE COLONIES.

(From *Hardy's Shipping List*, July 29.)
 FOR SYDNEY.—*Sarah Scott* (P.O.P.), 400, Bain, July 27. *Hamlet*, 420, Wilson, August 15. *Morayshire* (P.O.P.), 316, Smith, August 27. *Porsian*, 592, Mallard, September 1.
 FOR PORT PHILLIP.—*Royal George*, 486, Grieves, Portsmouth, July 23. *William Wise*, 229, Lowe, August 12. *Rajah*, 352, Fergusson, August 15. *Drankenmoor*, 400, Smith, August 15.
 FOR SWAN RIVER.—*Halifax Packet*, 323, Smith, August 1.
 FOR ADELAIDE.—*Lightning*, 200, Robertson, August 7.
 FOR LAUNCESTON.—*Mary Hay*, 258, Vollum, August 1. *Winchester*, 393, Milligan, August 1. *Gratitude*, 270, Browne, August 12.
 FOR HOBART TOWN.—*Cygnat*, (Port Phillip), 230, Dalston, July 25. *Derwent*, 362, McPherson, July 25. *Jane Frances*, 397, Crosky, July 25. *William Jardine*, 553, Lodge, Woolwich, July 26. *Auriga*, 300, Wranckmore, August 7. *Tasmania*, 412, Jamieson, August 25. *Sir Robert Peel*, 610, August 25.
 FOR NEW ZEALAND.—*Caledonia*, 489, Case, August 1. *Sisna Castle*, 504, Petrie, October 1.

VESSELS LAID ON FOR ENGLAND.

FOR LONDON.
Sydney, ship, 346 tons, White; 1 cask coconut oil, 43 casks black oil, 286 casks tallow, 5600 hides, 8 tons dyewood, 30 tons manganese, 95 cases gum, 40 bags bark, 230 bales wool, and 35 bales leather, on board.
Everetta, barque, 356 tons, Darley; 112 casks tallow, 233 casks brandy, 54 casks coconut oil, on board.
St. George, ship, 605 tons, Norie; 450 casks tallow, 57 tons manganese, 2000 hides, 5 tons copper ore, 38 tons lead ore, 16 tons dyewood, 75 tons sperm oil, 40 casks hides, 17 tons bones, and 2000 horns, on board.
Thomas Lowry, ship, 409 tons, Graham; full ship.
Templar, ship, 565 tons, Brown; 20 tons dyewood, 70 tons black oil, 30 tons manganese, and 30 tons sperm oil, on board.
Pestonjee Bomajee, barque, 594 tons, Binnie; 40 tons manganese, 250 casks tallow, 100 hides, 200 cakes groaves, 22 cases type, 80 hides, 30 tons sperm oil, 15 tons black oil, and 80 bags bark, on board.
Dublin, barque, 429 tons, Jones; not commenced loading.
Pavoch Hall, barque, 425 tons, Goldsmith; not commenced loading.
 FOR LIVERPOOL.
Alfred, brig, 125 tons, —; not commenced loading.
Swiland Grove, barque, 488 tons, Robson; not commenced loading.

COLONIAL WHALERS AT SEA.

(With their last Reports.)
Mary, 368 tons, McDonald, hence 4th October, 1841; spoken by the *Elizabeth*, 9th September, 1844, with 1400 barrels sperm and two whales alongside; Hughes and Hosking, owners.
Caernarvon, 220 tons, Irvine, hence 22nd August, 1842; at the Bay of Islands, 16th September; refitting. Irvine owner.
Jane Eliza, 419 tons, Bradley, hence 7th March, 1843; touched at Tahiti, in July, with 300 barrels; H. Moore, owner.
Merope, 312 tons, Hogg, hence 26th March, 1843, spoken in June, 1844, with 500 barrels; Blaxland, owner.
Tigress, 192 tons, Eury, hence 10th May, 1843; reported at Rotumah, with 700 barrels sperm; Hughes and Hosking, owners.
Australian, 300 tons, Wiles, hence 14th June, 1843; at Ocean Island, May 12th, 1843, with 750 barrels sperm; Cooper and Holt, owners.
Lindsays, 200 tons, Williamson, hence 15th June, 1843; left Port Stephens, 9th September, 1844, with 700 barrels sperm; Williamson, Mitchell, and Russell, owners.
Starbuck, 244 tons, Stewart, hence 13th September, 1843; spoken by the *Jane*, 6th instant, with 1000 barrels sperm. H. Moore, owner.
Woodlark, 243 tons, Smith, hence 24th September, 1843; spoken by the *Lindsays* 4th

July, with 610 barrels sperm oil on board; H. Moore, owner.
Scamander, 230 tons, Nixon, hence 6th October, 1843, put into Port Stephens, 14th September, 1844, with 600 barrels sperm; Mitchell and Co., owners.
British Sovereign, 365 tons, Cooper, hence 5th November, 1843; left Port Stephens, 12th September, 1844, with 370 barrels sperm, 50 barrels black; Lamb and Parbury, owners.
Terror, 257 tons, Harper, hence 24th December, 1843, at Twofold Bay, 23rd October, with 200 barrels sperm, 400 barrels black. B. Boyd and Co., owners.
Fame, — tons, Sargeant, from Twofold Bay, 8th October, spoken on the 22nd October, with 80 barrels black oil. B. Boyd, and Co., owners.
Bright Planet, 187 tons, Kyle, hence, March 20th; Mitchell and others, owners.
Jane, barque, 250 tons, Fowler, hence 28th April, 1844; spoken by the *Nimrod*, 9th June, with 30 barrel sperm; Flower, Salting, and Co., owners.
William, 344 tons, Bolger, hence 19th June, 1844; at the Bay of Islands, 8th August, clean; B. Boyd and Co., owners.
Nimrod, barque, 232 tons, Sullivan, hence July 25, 1844. Lamb and Parbury, owners.
Nelson, barque, 274 tons, Spurling, hence 2nd October, 1844, Fotheringham owner.

H. M. SHIP VESTAL.

To the Editors of the Shipping Gazette.

Gentlemen,—The *Vestal's* extraordinary qualifications in sailing perhaps are unparalleled in naval construction. A few particulars of the vessel may be acceptable to your readers, especially those interested in maritime affairs. The *Vestal* bears no affinity to the old thirty-ton, either in dimensions or configuration. They are as follow:—

Length on load water line	130	ft.	in.
Length on gun deck	139	0	
Breadth, extreme, 5-16 of load water line	40	6	
Depth in hold from timbers amidships to main deck	17	6	
Draught of water—load line, amidships	16	6	
Builder's tonnage, O.M.	952	Tons.	
Light displacement of the ship, t. c. her own weight	525		
Actual weight received on board for sea service, t. c. masts, rigging, armament, stores, &c.	413		
Load displacement, t. c. total weight of ship	938		

These cursory statements may be fully depended on, as they were given to the writer with the various dimensions of all the classes of the Symondsian vessels, together with their sections and draughts, by the constructor himself.

The *Vestal's* metal is very heavy, being the medium thirty-twos, weight 45 cwt. each, which the extension of beam enables her to carry with ease on her main deck, although only rated and carrying 26 guns; whilst the *North Star*, of the same rate, same length on load water line, but seven feet six inches less beam, and registering but 500 tons, carries only gunnades, thirty-twos, about 26 cwt. each, on her main deck.

The *North Star's* light displacement is 351 tons; dead weight, &c., on board, 350 tons; total displacement, or weight of ship, 701 tons.

The old thirty-twos were about 500 tons register, and carried twenty-two long twelves on main deck; and were any of these by-gone ships, or the later description of twenty-six gun vessels, so well known in the British navy as "donkey or jackass frigates," placed alongside of the *Vestal* in action they would surely be blown to atoms! Hence the superiority of vessels in the British navy, as now constructed on the Symondsian principle, over those of former construction, each class carrying the same number of guns.

November 9.

HOBART TOWN.

ARRIVALS.—Oct. 29. Colonial Government schooner *Champion*, 116 tons, Lieutenant Helpman, commander, from Swan River, sailed 11th October, with four male convicts. Passengers—Mrs. Ash.

DEPARTURES.—Oct. 24. *John and Charlotte*, schooner, 94 tons, Patterson master, for Port Albert. 26. *Tropic*, barque, 382 tons, Robertson, master, for Port Phillip.

LAUNCESTON.

ARRIVAL.—*Jane*, from London, 23rd July.
 DEPARTURE.—October 26. *Robert Matthews*, barque, 303 tons, Phillips, master, for London; Kerr, Bogle, and Co., agents. Passengers—J. W. Cunningham, Esq., Mrs. Cunningham, two children and servant, Mr. and Mrs. Stewart, Mr. Douglas, Mr. Vance, Captain Hart. Cargo.—426 bales wool, 373 quarters wheat, 27 casks black oil, 21 casks tallow, 39 bundles whalebone, 1 case shells, 1 case writings, Henty and Co.; 81 bales wool, 197 bags wheat, Kerr, Bogle, and Co.; 34 bales wool, Borradaile, and Co.; 75 bags wheat, J. A. Youl; 149 bags wheat, C. Reid; 34 casks black oil, 68 bundles whalebone, 9 bales wool, 39 quarters wheat, H. Reed; 5 bales wool, Button and Waddell; 7 bales wool, W. Jackson and Co.; 12 bags wheat, W. Johnstone; 2 cases specimens, 2 cases plants, R. C. Gunn; 1 case writings, Bank of Australasia; 1 package writings, Union Bank; 20 bales wool, Messrs and Nathan.

THE "DUBLIN." In our last Saturday's report of the manifest of the *Dublin*, the following goods, consigned to Messrs. Lamb and Parbury, were omitted:—14 packages manufactured leather, 14 bales merchandise, and 80 casks split peas. The thirty-five cases and two bales of goods in the same manifest, to order, are to Isaac Levy.

ENGLISH SHIPPING.—The brig *Jean*, hence, via Port Phillip, arrived at Gravesend on the 1st July. The *Kelso*, hence 27th February, was off Falmouth on the 1st July. The *Imam* of *Muscat*, from Port Phillip, arrived at Liverpool on the 5th July. The *Henry*, from Launceston, and the *Tyrian*, from New Zealand, both arrived home on the 3rd July. The *William Wise* and the *Tasmania*, from Launceston, arrived on the 4th July. The *Shepherd*, from Swan River 23rd February, was off Dover on the 5th July; same day, the *Palestine*, from Sydney, 26th February, was reported off Eastbourne. The *Glenroy*, schooner, hence 25th January, was reported at Liverpool, on the 6th July. The *Morayshire*, from Port Phillip, arrived off Salcombe on the 4th July; she had been on fire off Rio Janeiro, owing to some of the wool being wet; fortunately it was discovered in time to quench the fire before much of the cargo was damaged. The *Honduras*, from Sydney the 13th February. The *Clara*, was at Gravesend on the 6th July. The *Clara*, hence 21st February, and the *Salus*, 13th February arrived in the Downs on the 8th July. The *Fortitude*, hence 15th January, via the Cape of Good Hope, arrived home on the 9th July. The *Midlothian* from Sydney 16th March, arrived on the 13th July and the *Herald* from Sydney 22nd March, arrived on the 20th July. The brig *Sarah Birckett* was to leave Liverpool for Sydney direct on the 20th August. The *Colombian* had been taken off the berth pro tem, to undergo repairs. The *Calcutta* left Gravesend for Hobart Town on the 10th July. The *Jane*, for Hobart Town, sailed on the 17th, and the *Thomas Hughes*, for Port Phillip, on the 18th July. The *Brankenmoor*, from Launceston, was off Penzance, on the 17th July. The *Parkfield*, from Ceylon, arrived in the Downs on the 9th July. The *Fortitude*, Captain Arbuthnot, was to leave for the Cape of Good Hope on the 10th August. The *Standerings*, Captain Woodcock, was to leave for the Mauritius on the 22nd July, with Government stores; and the *Fanny*, Captain Andrews, was to sail for the same destination on the 7th August. The barque *Sarah*, 435 tons, Captain Wheatley, was advertised to leave London for Sydney on the 1st September.

The schooner *Elizabeth*, Captain Riley, left on Sunday last for the Brampton Shoal, with workmen and apparatus, to endeavour to get the *Cherone* off, and bring her on to Sydney.

The American barque *Columbus* has not met with any success since leaving New Bedford; she was cruising for two months off the Azores, or Western Islands, and on the 6th June, in lat 39° 18' N., long. 27° 50' W., fell in with a British-built brig, with her masts and bulwarks carried away; she was water-logged and apparently loaded with lumber. It was supposed that she had been boarded, as the mainmast was lying fore and aft the deck, but the rigging had been stripped off. Upon the taffrail the letters VHLVFNBJHM were scratched, but no name could be made out, as the hull was covered with barnacles. The *Columbus* intended putting into Hobart Town to repair some damage which she sustained off St. Paul's, but having been blown off the land, stood for Sydney; she will only remain here a few days.

The *Agincourt*, convict ship, with Barber and Fletcher on board, and upwards of 300 other convicts, left Woolwich for Norfolk Island on Monday morning last, at six o'clock. The *Lord Auckland*, for the penal settlements, with a similar number of convicts, left the same port on Wednesday. The *William Jardine*, having on board 318 convicts (male and female), from the New Model Prison, Pentonville, is on the eve of departure. Dr. Hampton is transferred from the *Lord Auckland* to the latter vessel, to watch the progress of certain sanatory measures, to be tried as experimental, with a view to the guidance of government with reference to cases of transportation.—*Lloyd's Weekly Journal*, July 14.

DANGEROUS REEFS IN THE SOUTH PACIFIC OCEAN.—The following important information has been received at New Bedford, from the American Consul at the Bay of Islands:—"I have obtained information of three dangerous rocks in juxta position with the Centis Islands in the South Pacific Ocean; the position of these rocks lie directly in the track of ships cruising from Spain, while in lat. 31 14. long. 178 3, bearing E.N.E. by compass from the French Rock 85 miles distant: said to be 12 feet water on the first, but no breakers were discovered on it. The second rock lies in lat 31 13, long. 179, W., bearing W.N.W. of the French Rock 10 miles distant, just a wash with the surface of the sea and breaks high in boisterous weather. The third was observed in lat 31 29 S., long. 178 28 E. bearing W. from the French Rock about 133 miles distant, and heavy breakers on it in rough weather."—*Times*, July 18.

BURNING OF THE "MADRAS" TRANSPORT SHIP OFF DEPTFORD DOCKYARD.—On Tuesday morning, at two o'clock, the barque *Madras*, 331 tons register, an old vessel, built at Whitehaven in 1827, since which time she has been kept in repair by her master and owner (Capt. Kitchen), was discovered to be on fire whilst moored off the Government Dockyard, at Deptford. The flames are supposed to have originated by combustion among the miscellaneous Government stores, of which there were eighty tons on board for Ascension Island. Sir John Hill, the captain-superintendent of the dockyard, immediately ordered the large floating engine to be taken alongside the burning vessel, manned by fifty Royal Marines and fifty policemen and labourers: but although the hold was inundated with water, the flames were so overpowering, that it was deemed prudent to haul her into the middle of the river, so as to scuttle her. In doing this, she unfortunately broke away, and drifted athwart the General Steam Navigation Company's steamers at Deptford, and a host of Dutch galliots. The confusion and alarm then became double, and several poor Dutch seamen fell overboard and were nearly drowned, as was the case with a few of the marines, by falling from the engine. At length she was securely scuttled in shallow water, and necessary arrangements have been made to raise her by chain lighters, her depth being at high water four fathoms, right abreast of the Water-gate, Deptford. Mr. Somes, the extensive shipowner, was at first wrongly reported to be her owner, but she wholly belongs to Captain Kitchen, who was to have resigned the command of his barque to Mr. Bagley, long the chief officer. The *Madras* is fully insured in one of the London offices; a partial loss will, however, under the circumstances of the case, fall on the owner.—*Observer*, July 14.

A TIDE TABLE FOR SYDNEY COVE.

Moon's Age	Morning		Afternoon		Moon's Age	Morning		Afternoon	
	H.	M.	H.	M.		H.	M.	H.	M.
1	8	54	9	18	16	8	54	9	18
2	9	42	10	6	17	9	42	10	6
3	10	30	10	54	18	10	30	10	54
4	11	18	11	42	19	11	18	11	42
5	12	6	12	30	20	12	6	12	30
6	12	54	1	18	21	12	54	1	18
7	1	42	2	6	22	1	42	2	6
8	2	30	2	54	23	2	30	2	54
9	3	18	3	42	24	3	18	3	42
10	4	6	4	30	25	4	6	4	30
11	4	54	5	18	26	4	54	5	18
12	5	42	6	6	27	5	42	6	6
13	6	30	6	54	28	6	30	6	54
14	7	18	7	42	29	7	18	7	42
15	8	6	8	30	30	8	6	8	30

High water at full and change of the moon in Sydney Cove, at 8 h. 30 m.

TABLES OF RATES UPON VESSELS AT THE PORT OF SYDNEY.

WATER POLICE.
Coasters, 3d. per ton register, payable every 12 months.

Every vessel registered at Sydney, and trading to Van Diemen's Land, 3d. per ton per annum.

For every vessel trading to any other Ports, 3d. per ton every 4 months.

For every stranger arriving in the Port of Sydney, (whalers excepted), 3d. per ton.

All whalers, whether British, Colonial, or Foreign, wholly exempt.

PILOTAGE.
Coasting vessels exempt.

Vessels registered in Sydney, and trading to Van Diemen's Land, exempt.

Vessels registered in Sydney, being under 50 tons, half pilotage.

All other vessels 10s. per foot, in and out.

HARBOUR FEES.
For every vessel trading to Van Diemen's Land, above 100 tons, 20s.

For every removal, 10s. to 20s., according to tonnage.

For every coaster of 50 tons, or upwards, 5s. Every coaster under 50 tons, exempt.

CUSTOMS' DUES.
Every vessel not registered in Sydney, entry and clearance, £1 10s.

Vessels registered at Sydney, above 100 tons, coastwise, £1.

All vessels not registered in Sydney are considered Foreign, and pay the full dues and lights, whether under 50 tons or not, or whether coastwise or Foreign.

All vessels registered at Sydney above 50, and not exceeding 100 tons, coastwise, entry clearance, 8s.

For all vessels not coastwise, entry and clearance, £1 10s.

WATER.
One shilling per ton.

LIGHTHOUSE DUES.
All vessels not registered in Sydney, 2d. per ton.

Vessels registered in Sydney under 50 tons, coastwise, exempted.

Vessels registered in Sydney above 50, and not exceeding 100 tons, coastwise, 2s.

100 tons and upwards, coastwise or foreign, 2d. per ton, inward light.

STEAMBOATS.
Customs' dues, entry, and clearance, coastwise, 2s. 6d.

Lighthouse dues, 4d. per ton.

For every other Port, same as other vessels.

Coasting vessel in ballast not to be charged.

TABLE OF LIGHT DUES ON VESSELS ENTERING THE HARBOURS OF PORT MACQUARIE AND NEWCASTLE.

On every ship or vessel above 50 and not exceeding 100 tons, employed in the coasting trade, from one port of New South Wales to another; the ton burthen, $\frac{1}{2}$ d.

On every steam vessel; the ton burthen, $\frac{1}{2}$ d.

On every ship or vessel above 100 tons, and employed in the coasting trade, from one port of New South Wales to another; the ton burthen, $\frac{1}{2}$ d.

On every other ship or vessel, the ton burthen 2d.

COMMERCIAL INTELLIGENCE.

Business during the week may be said to have been confined entirely to the supply of immediate wants, and the dullness which has been noticed for some time past still exercises its influence. The only transactions worth reporting are about 100 tons Batavia sugar sold for £21 15s.; and the late importations of raisins and currants realised 7d. and 7 $\frac{1}{2}$ d. per lb.—two shipments.

THE WOOL MARKET.

At least 200 bales of the new clip have arrived, part of which has been sent home under advance, and what was sold realized 1s. 2d., 1s. 2 $\frac{1}{2}$ d., and 1s. 3d. per pound. The condition and getting up is very good generally, but from some of the stations it is of a red colour from the dust at the time of shearing. We have not observed any grass seed or burrs in any of the lots, and if the settlers can only manage to get through the shearing before the seed ripens they will obtain a much higher price. Skin wool continues in good demand, and from its being got up very white realizes as much as fleece wool. Many of the wethers have been shorn, and the pelts are of no value; but a parcel of very long and close skins, not shorn, were sold at 3s. 3d.

November 8.

REFINED SUGAR.

English refined sugar is nearly superseded by colonial. The Australasian Sugar Company's prices rule as follows:—

Fine Loaves 4 $\frac{1}{2}$ d. per lb.
Crushed 3s. to 40s. per cwt.
Fine Pieces 28s. to 32s. "
Molasses £16 per ton

Canterbury, November 8.

SPIRITS AND TOBACCO.

Stock on hand 2nd instant.—B. P. rum, 114,613 gallons; brandy, 116,970 gallons; Geneva, 48,853 gallons; whiskey, 5535 gallons; liqueurs, 1032 gallons; British spirits, 3980 gallons; foreign spirits, 25,309 gallons; fig and Cavendish tobacco, 544,749 pounds; Brazil and cut ditto, 30,886 pounds; leaf ditto, 19,889 pounds; cigars, 33,359 pounds; snuff, 7087 pounds.

Received during the week.—Nil, with the exception of 207 pounds fig and Cavendish tobacco.

Delivered for home consumption.—B. P. rum, 1211 gallons; brandy, 842 gallons; Geneva, 262 gallons; whiskey, 76 gallons; liqueurs, 6 gallons; British spirits, nil; foreign spirits, nil; fig and Cavendish tobacco, 8422 pounds; Brazil and cut ditto, nil; leaf ditto, nil; cigars, 154 pounds; snuff, nil.

Delivered for exportation.—B. P. rum, 1695 gallons; brandy, 336 gallons; Geneva, 96 gallons; whiskey, nil; liqueurs, nil; British spirits, nil; foreign spirits, 25 gallons; fig and Cavendish tobacco, 7453 pounds; Brazil and cut ditto, nil; leaf ditto, nil; cigars, 508 pounds; snuff, nil.

Stock on hand 9th instant.—B. P. rum, 111,707 gallons; brandy, 115,792 gallons; Geneva, 48,495 gallons; whiskey, 5459 gallons; liqueurs, 1026 gallons; British spirits, 3980 gallons; foreign spirits, 25,284 gallons; fig and Cavendish tobacco, 529,081 pounds; Brazil and cut ditto, 30,886 pounds; leaf ditto, 19,889 pounds; cigars, 32,697 pounds; snuff, 7087 pounds.

FREIGHTS.

LONDON AND LIVERPOOL.

	£	s.	d.
Oil, per tun	£4	0 0
Wool, per lb., from ld. to	0	0 1 $\frac{1}{2}$
Tallow, per ton	4	0 0

EXCHANGES.

Treasury Bills, not drawing.
Bank Bills, 1 $\frac{1}{2}$ per cent. discount.

LIVERPOOL WOOL SALES.

ATHERTON'S BUILDINGS, JULY 6.—The prices realised for Australian wools at the public sales yesterday, fully establish the satisfactory state of the trade, and confirm the advance of 7 to 10 per cent. upon April prices at the London sales last month. That the excellent condition and

quality of the Sydney wools were appreciated, was shown by the brisk competition throughout the sale, and the steady prices which the principal marks commanded; and this result will encourage the growers to pay strict attention to washing and quality in future seasons. The Cape wools were clean and good, and realised decidedly higher prices, according to quality, than at the sales in London last month. East India wools produced full prices, though the assortment contained no prime best white, a description much in request. The Buenos Ayres wools, which showed improvement in their management and quality, sold well: whilst the yolkly and dirty descriptions were heavy of sale and partly withdrawn. We are happy to congratulate our friends, importers, and consumers, upon the abandonment by the Government of the wool duty, since the date of our last circular; a concession to justice and reason, which will at once promote the interests of the shipowner, the merchant, and the manufacturer, and place them upon equal terms with their foreign rivals. As a good steady business had been for some months doing in the manufacturing districts, we look upon present rates as fixed for the season, unless unfavourable weather at harvest time should give cause for alarm and check the demand, and we may fairly expect that imports will come to a favourable market.

DAWSON AND HANCE,
Wool Brokers.

1, COOK STREET, JULY 5.—The public sales of Wool, held here yesterday and to-day, consisted altogether of 3404 bales. The quantity of Australian, although small, drew together a very large attendance of the trade. It is satisfactory to observe a marked improvement in the condition of these wools this season, and the prices realized will prove highly gratifying to the colonists, the advance on the price of last sales being fully 2d. per lb. It was expected we should have had a larger quantity to bring forward at these sales, some vessels being long over due. The *Maum of Muscat*, from Port Phillip, is off the port, but too late to include her wools on this occasion. The Entre Rios wools were, for the most part, of a burry description, which is a serious disadvantage. The best class, which was very well got up and free of burrs, realized full prices. If this improvement were more general, it would lead to a very increased demand for these wools, and amply repay any trouble and expense; at present there is a strong prejudice against them, which will take some time to remove. There was a very animated demand for low wools; part were withdrawn, chiefly Buenos Ayres, but the greater portion found buyers, at full previous rates. The East India were of a good class, and realised fair prices. The next public sale will in all probability take place towards the middle of next month.

HUGHES AND RONALD,
Wool Brokers.

LONDON WOOL SALES, JUNE 5 AND 14, 1844.
Sydney Port Phillip.
Brokers.

	Bls.	Avrge.	Bls.	Avrge.
	s.	d.	s.	d.
Thos. Southey and Co.	395	1 8	162	1 5½
Ditto	237	1 7½	373	1 5½
Ditto	84	1 7½		
J. T. Simes and Co.	483	1 7½	105	1 6½
Ditto	505	1 7½		
Ditto	7	1 7½	663	1 5½
Ditto	403	1 7½		
Loughnan and Hughes	111	1 8½	90	1 6½
Ditto	29	1 6	178	1 5½
Marsh and Edenborough	249	1 8½	586	1 6½
Ditto	5	1 7		
2508 Bales Sydney averaged 1s. 7½d.				
2157 " Port Phillip " 1s. 6d.				
LIVERPOOL WOOL SALES, JULY 4.				
Buchanan, Brown, & Co.	792	1 8½		
Abram Gartside	210	1 7½		
1002 Bales Sydney averaged 1s. 8½d.				

REPORTS UPON THE MARKETS.

London, 16th July, 1844.

OILS.—Cocoanut oil has been taken sparingly at 27s. to 30s. per cwt. The stock is a large one. For common descriptions of fish oils a good demand has prevailed, and high rates again given, cod fetching £34, pale seal £36 to £38

10s., southern good to fine £32 10s. to £34, and inferior £31 to £32 per tun; some holders will not take these rates. The home trade are still the principal operators. Sperm oil is wanted, but the supply at market falls short of the demand; prices are firm, and the best British has been selling at £83 to £84 per tun. For auction 50 tuns sperm, 100 tuns of southern, and 130 tuns elephant oil, and for Friday, and on Thursday, 100 tuns southern are declared. Since our last the market has been firm for Russian tallow, and merchants have shown firmness. Town tallow has been selling at 40s. to 40s 6d. per cwt. nett cash; the supply is large; 266 casks New South Wales, at auction, fetched 32s. to 42s. 9d. per cwt. On Friday 290 casks will be offered.

Wool.—The public sales of colonial wool commenced this afternoon; although the quantity declared is 21,000 bales, still buyers are anxious to purchase; the biddings are spirited, and the prices obtained nearly averaged those of the last auctions; there was a large attendance. The wool brought forward is not more than the trade requires.

SPIRITS.—Jamaica rum, of good and fine quality, cannot be purchased on lower terms—sales to a fair extent have been made at 3s. 10d. to 5s., the lower descriptions are however 1s. 2d. per gallon cheaper, but a good demand has been experienced, and the purchases amount to 250 tuns; common quality, 28 to 34 o.p., at 2s. 11d.; 29 to 35 o.p., faulty, 2s. 10d. to 3s. There are still several orders for Leward Island rum, and prices remain high, 150 tuns have been sold at 2s. 2½d. to 2s. 3d. for good, and 2s 2d. for common proof strength. In Demerara not much has been done—strong sorts in small parcels fetched from 3s. to 3s. 3d. Calcutta rum is wanted, but not much is to be had; sales made at 1s. 11d. to 1s. 11½d., per gallon, proof, with certificate; rather under these rates there are many purchasers; there is still a great decrease in the price of rum, as compared with last year. Brandy is in much better request, still merchants are unable to obtain any advance in prices. Cognac best brands, of the vintage of 1838, selling—hogsheads 5s. 4d., puncheons 5s. 2d.; ditto 1839, hogsheads 5s. 2d., puncheons 5s.; ditto 1840, hogsheads 5s. 1d., puncheons 4s. 11d.; ditto 1841, hogsheads 5s., puncheons 4s. 10d.; ditto 1842, hogsheads 4s 9d., puncheons 4s. 7d.; and other sorts 2s. 8d. to 4s. 6d. per gallon. The shippers have taken several parcels of Geneva, paying 1s 10d. to 1s. 11d., fine; for home consumption 2s. 8d. to 3s 6d. The market is firm for English corn spirits at the late advance, and a good business has been doing at 4s. 10d. per gallon cash; the distillers are still not making more than their customers want. To-day lower rates were again taken for brandy; Cognac, best brands of the vintage 1842, selling—4s. 6d. for puncheons, and 4s. 8d. per gallon for hogsheads. In Jamaica rum of good and fine quality; sales were made at 3s. 10d. to 4s. 3d. for the former, 3s to 3s 5 o.p.; and the latter at 4s. 4d. to 5s. per gallon; but ordinary sorts remain dull of sale, 30 o.p., over 3s.; and 38 o.p., at 3s. 6d. Leward's are in request, and prices firm at 2s. 2d. to 2s. 3d. per gallon proof strength. The stock of West India Rum at this port is 3164 puncheons less than in 1843 at this time.

Export entries to Sydney, from 5th to 11th July, inclusive—34,000 lbs. tobacco.

P.S.—July 18. The wool sales are proceeding satisfactorily.

COLONIAL EXPORTS.

TALLOW AND BEEF.—The following observations from a London correspondent on these two commodities, the one of which has disappointed expectation as greatly as the other has gratified the colonists, cannot fail to be read with interest, and we beg to draw particular attention to the favour in which our tallow stands, in consequence of the reliance placed in there being no false packing—that is, various qualities in the same package. Above all things our endeavour ought to be to maintain this good name, by rigid adherence to the same correct system, a deviation from which by adulteration of the article, we lately noticed in the London papers had been visited on the shippers from other countries, by a very material reduction in the value of the article.

In regard to our beef, we should not be deterred altogether by the first results, at the same time, even with the improvement which experience will bring about, we ought not to be sanguine of finding a profitable market in England, where they receive supplies from so many sources nearer than ours, and possessing advantages beyond those we command; but we ought to be able to supply all the eastward of the Cape of Good Hope, and thus render unnecessary the transport of this class of provisions from Europe and America to these quarters of the globe.

We may here mention that some beef taken from Port Phillip to Ceylon was very highly appreciated there by the planters, and being of picked quality, realised, without difficulty, the high price of six guineas the tierce.

A great error in former curings was that of salting down quantities of cattle that were otherwise unfit for sale, and rejected by the butchers; no wonder that at home such beef should be designated lean. Nothing but the very best meat should be salted.

London, 20th July, 1844.

TALLOW from New South Wales is in good estimation with the dealers here, and the large quantities which continue to arrive sell readily at good prices, in comparison with the other descriptions which are brought to this market. The best kind, of good colour and strong hard body, sells at a better price by 9d. or 1s. per cwt. than the Russian tallow; but with the lower qualities the South American comes into competition and keeps down the price—the import of inferior quality from thence being very considerable. One quality only should be put in each package, as where two or more sorts are mixed the sample is often drawn from the inferior end, and thus the value of the better quality is lost; whilst, if the package is purchased by the better quality it leads to disappointment with the buyer, and creates a suspicion that the package was made up intentionally to deceive, and produces a prejudice against the article amongst the buyers. The tallow hitherto received has been very regularly packed, and this gives it a good reputation in the trade, which it is to be hoped the colonists will be studious to maintain. It is brought to sale by public auction, and a great deal of it is purchased by candle-makers in a small way of business; as a good many of these parties attend the sales the highest price of the market is generally obtained, for the competition is pretty keen amongst them, and they will not let a lot go anything under its value to a rival in trade.

The casks in which the colonial tallow is packed are objectionable, owing to the irregularity of their size—some containing only two or three cwt., whilst others weigh a ton. This should be avoided if possible, for it occasions a great deal of trouble in ascertaining the tares, and also some additional expense; for when the casks are so irregular in size a great many have to be emptied out, in order to determine the actual tares; whereas, if the parcel were in even sized casks it would only be necessary to turn out two or three of them for that purpose. It would save trouble if the casks were correctly weighed before the tallow is put in, and the tare scored on the head; for though the cask would absorb some of the tallow on the voyage home, and thus be some few pounds heavier than when weighed in the colony, allowance could be made for that, and the necessity of emptying out so many to ascertain the proper tares would be obviated, if it were found the colonial tares could be depended upon. It is much better to score the tare on the casks than to mark it with ink or paint, for such a mark often gets rubbed out, or obliterated, on so long a voyage.

The duty on colonial tallow is only 3d. per cwt, whilst all foreign pays a duty of 3s. 2d. per cwt.; so that the nett proceeds of colonial yield £3 per ton more than is obtained by the foreign producer, which is a great deal in your favour.

SALTED BEEF continues to arrive in large quantities, by almost every vessel, and is nearly unsaleable at any price. Much of it is apparently packed in old beer casks, which turn the pickle sour, and the meat of a dark colour;

the meat itself is too lean for this market, and what fat there is on it is of a soft flabby nature, not hard as it should be; much of it has also a very yellow or rusty appearance, not merely on the outside, but it is found to be in the same state all through when cut. It seems very doubtful if the colonists will ever be able to carry on an advantageous trade in salt provisions with this country: for the distance being so great they come to market under considerable disadvantage, as compared with Irish, Hambro', and American importations for ships' stores; and it does not appear that, even with the less fastidious lower orders of the town population, it can be brought into consumption, as no purchasers can be found for the very considerable parcels now lying in the Dock warehouses.

Some parties are having the meat brushed up and put into fresh pickle, at an expense of about four shillings per tierce, and hold their consignments in the hope of an improving market; but as much that has come to hand is tainted, a great deal must be rejected, and it is doubtful that any portion of the present arrivals will sell at a future period better than now. Were there more fat on the meat our soap boilers would have become purchasers at a price, but it is altogether too lean for their purposes, and it has not been thought worth their while even at the low rates at which it is offered.

It is lamentable to find that so much originally excellent meat has thus been wasted, and what after all the trouble taken on your side, the shippers of beef will have nothing for their cattle, and in most cases be brought in debt for charges incurred.

PRICES CURRENT OF TALLOW, HIDES, &c.

Hides, salted, 2½d. to 3½d. per lb.	1d. per cwt.
Wool, Sheep, 20s. to 36s. per dozen	3d. per doz.
Seal, fur, large, 12s. to 26s. per skin	1d. per doz.
Ditto, middling, 17s. 2d. to 28s. per skin	
Ditto, small, 16s. to 30s. per skin	
Ditto, large pups, 14s. to 24s. per skin	
Ditto, middling, 13s. to 21s. per skin	
Ditto, small, 10s. to 16s. per skin	
Bark, Mimosa, £7 10s. to £9 per ton	1d. per cwt.
Extract, £10 to £20 per ton	
Horns, 10s. to 32s. 6d. per 123	1s. per ton
Bones, £3 10s. to £8 per ton	6d. per ton
Hoofs, £7 to £14 per ton	£1 per cent.
Tallow, 40s. to 42s. 3d. per cwt.	3d. per cwt.

The imports last month were 22 casks and 2,607 loose salted hides, 5 bales leather, 2 bales and 213 dozen sheep, 36 kangaroos, 1 box swan, and 7 casks unrated skins, 160 tons and a quantity bark, 9 casks extract bark, 8,647 horns, 16 tons and 2,708 loose bones and hoofs, 8 tes. hoofs, 621 casks tallow.

HIDES.—The market was steady last month, and the prices realised were fair for the quality; 1,443 were sold—1st, heavy, 3½d. to 3¾d.—2nd, ditto, 2½d. to 3¼d.—1st, light, 3¾d.—2nd, ditto, 3d.—iron and oil damaged, 2½d. to 3¼d. per lb.

SKINS.—No sales.
FURS.—No sales.
HORNS brought fair prices. The sales comprise 3,805, weighing 15½, viz., at 22s. 6d., and light at 13s. 6d. per 123.
BONES.—Shank brought £7 2s. 6d. per ton last month.

BARK.—35 tons mimosa, of middling to fair quality, were sold at public sales at £7 5s. to £8 10s. per ton; 121 tons ground, £9 5s.; damaged, at £2 to £7 5s. per ton. The sales by private contract were to a fair extent, bringing for good £9, middling £8 per ton.

TALLOW sold last month at an improvement of 1s. to 1s. 3d. per cwt. The sales amount to 513 casks, and were sold as follows:—Bright, firm, and good, 41s. 3d. to 42s. 3d.; bright and firm, 39s. 9d. to 41s.; middling ditto, 37s. 9d. to 39s. 3d.; bright and soft, 36s. 3d. to 40s.; inferior and soft, 34s. 6d. to 37s.—From Culverwell and Brooks' Prices Current, July 2.

SYDNEY PRICE CURRENT.

IMPORTS.

PROVISIONS.		£ s. d.
Irish Beef	Per tierce	3 10 0
Mess Pork	Prime Irish, per brl.	2 10 0
	Hamburgh	1 15 0
Mess Beef	per tierce	3 10 0
Ham	English, per b.	0 0 7
	Westphalia	None.
Butter	Irish, per lb.	0 0 6
	Dutch	None.
Cheese	Cheshire, per lb.	None.
	Gloster	Super- seded by Colonial
	Pine	
	Dutch	
	Dutch	
Herrings	Red	None.
	Pickled, per brl.	None.

SPIRITS.

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

WINES.

Sherry	In wood, per hhd. £10 to	15 0 0
	Bottled, per doz. 12s. 6d. to	1 2 0
Port	In wood, per hhd. £10 to	20 0 0
	Bottled, per doz. 14s. to	1 7 0
Claret	In wood, per hhd.	None.
	Bottle, per doz. 10s.	1 0 0
Madeira		None.
Teneriffe	In wood, per pipeditto	None.
Marsala	Ditto	20 0 0
Cape	Company's brand	12 0 0
	Other brands	13 0 0
Champagne	per dozen, 15s. to	2 10 0

BEER.

Porter	Taylor's per hhd.	3 10 0
	Other Brewers'	3 0 0
Ale	Allsop'	6 0 0
	Ind and Smith's	5 0 0
	ass's	6 0 0
	Dunbar's, bottle, per doz.	0 8 0
	Harpur's	0 8 0
	Other Brewers'	0 7 0

SUGARS.

English	Refined, per lb.	0 6 5
Mauritius	First quality, per ton.	None.
	Second quality	None.
Manila	First quality	24 0 0
	Second quality	23 0 0
Bourbon	First quality	26 0 0
	Second quality	24 0 0
Java		22 0 0
Siam		26 0 0

FRUITS.

Currants	Zante, per lb.	0 0 6½
Raisins	Muscadel	0 0 9
	Smyna	0 0 8
	Cape	None.
Cape Dried Fruit	assorted	None.
Prunes		None.
Figs	Jordan	0 1 0
Almonds	Shell	0 0 9

TEA AND COFFEE.

Hysonskin	Per Chest, £3 15s. to	4 4 0
Gunpowder	Per box	1 12 0
Congou	Per chest	5 10 0
Souchong	Per box	1 15 0
Pekoe	Perche t	5 10 0
Coffee	Manila, per lb.	0 6 4½
	Java	0 0 4½

GRAIN AND MEAL.

Rice	Patna, per bag.	1 2 0
	Java, per lb.	None.
Wheat	Derwent per bushel.	0 4 0
	Valparaiso	None.
Oatmeal	Per lb.	0 0 2
Flour	American, per barrel	Nominal.

TOBACCO.

Nearhead (American)	per lb. 9d. to	0 1 1
Cavendish	Ditto	0 0 8
Cigars	Havannah, per 1000	2 0 0
	Manila	4 0 0

CANDLES.

English	Moulds, per lb.	0 0 4
	Sperm	0 1 6
	Wax	0 3 0
American	Sperm	0 1 4
East India	Wax	None.

METALS.

Iron	Assorted, per ton	5 0 0
Copper	Sheathing, per lb.	0 1 1
Zinc	Roiled, per ton	40 0 0
Lead	Ditto	20 0 0
Tin Plates	Assorted, 22s. to	2 15 0
Shot	Assorted	1 5 0

SUNDRIES.

Iron	Hoop, per ton	16 0 0
	Pig	5 0 0
Rope	Assorted, per cwt.	2 5 0
	Manila	1 12 0
	Coir	None.
Canvas	Bleached, per bolt	2 0 0
Turpentine	in jars, per gallon	0 5 6
Paint Oil	Per gallon	0 5 6
White Lead	ground, in kegs, per cwt.	1 8 0
Black Paint	per cwt.	1 5 0
Green	Ditto ditto	2 0 0
Tar	Riga, per barrel	1 0 0
	American	Nominal
Coal		0 15 0
Pitch	Per barrel	1 0 6
Oil Shooks	white oak, for pipes, per ton	None.
	For barrels	None.
Deal Plank	Norway, per foot	0 0
	American	None.
Gunpowder	Blasting, per lb.	0 0 6
	Canister	0 1 6
	Glass	0 2 0
Cement	Roman, per barrel	1 0 0
Oil	Olive, per dozen, quart	1 8 0
Peas	Split, per bushel	0 14 0
Hops	English, per lb.	None.
	American	0 0 10
Barley	Peas, per cwt.	1 8 0
Vinega	Malt, per gallon	0 2 6
Mace	Per pound	0 4 0
Nutmegs		0 3 0
Cloves		0 1 6
Fruits	Bottled, per doz.	0 18 0
Mustard	Pounds, per doz.	1 0 0
	Half-pound	0 12 0
Pickles	Quarts, per doz.	0 18 0
	Pints	0 9 0
Salt	Liverpool, per ton	5 10 0
	Rock	6 0 0
	Basket, per dozen	0 2 6
	Colonial, per ton	5 0 0
Soap	Hawes', per ton	28 0 0
	Liverpool	20 0 0
Blue	Per lb.	0 1 2
Starch	Ditto	0 0 7
Soda	Per ton	23 0 0

EXPORTS.

Wool	Choice flocks, per lb.	None.
	Good ordinary	
	Broken	
	In grease	None.
Oil	Sperm, per ton	
	Black	None.
Whalebone	per ton	None.
Hides	Salted, per lb.	0 0 2½
Horns	Per 123	0 10 0
Tips	Per 123	0 15 0
Tallow	Per ton	£23 to 28 0 0
Treenails	Per S.M.	3 17 0
Cedar	Good quality, per foot	0 0 1½
Wheat	Per bushel	0 3 9
Flour	First, per cwt.	0 11 0
	Second	0 10 0
Beef	Per tierce	2 19 0
Cheese	Per lb.	0 0 4
Butter	Per lb.	0 1 0
Coals	Per ton (at the pits)	0 18 0

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