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THE FIVE OPEN PORTS OF CHINA.

CANTON.

The capital of Kwantung, the most eastern province of China, and hitherto the only port with which any nation has been permitted to hold commercial intercourse, is in latitude 23° 8' North, and 132° 3' East long. It is distant 1,193 statute British miles S. by W. of Peking. The city is finely placed at the head of a bay, into which flow two large rivers. Although nearly in the same parallel of latitude as Calcutta, the Chinese city is much cooler; for though in summer the thermometer sometimes reaches 100 degrees of Fahrenheit in the shade, the average of the whole year is about 22 degrees. Canton proper is surrounded by a wall, nearly in the form of a square, and is divided into two parts, of which the northern and larger part is called the old city, and the southern, that nearest the river, the new city. The entire circuit of the walls has been variously estimated, but a writer in the *Chinese Repository* (an English Magazine published in the suburbs of Canton) says—"At a quick step we have walked the whole distance in less than two hours, and think the circumference cannot exceed six English miles." The population is also variously estimated, at from a million to a million and a half. The exports, besides tea and raw silk, have been hitherto a few manufactured silks and crapes, fans, ivory chess-men, fancy boxes and other toys—say, Indian ink, &c. The principal imports from Bombay and Bengal are cotton and opium, from Great Britain, woollens, calicoes, lead, &c.

AMOY.

The city, and part of Amoy, the capital of this island of that name, is in lat. 24° 29' N. and longitude 118° 12' E. The island is about 15 miles in circumference. The city is placed on the south of the estuary of the *Huang-tan* (about a mile and a half broad) opposite the island of *Koong-sa*, which forms a harbour so spacious that, according to the account of Lord Macartney's embassy, it could contain several thousand vessels; the water being so deep that those of the largest burthen may be close to the shore without danger. By a private letter received by the last overland mail, we learn that many junks sail thence to Formosa (Amoy lying between that island and the main land) Tonquin, Cochinchina, Singapore, and the Eastern Archipelago; that it numbers 150,000 inhabitants, and that its principal export is black tea. Its inhabitants were formerly eminent for their commercial character. We copy the following account of Amoy from Mr. Lindsay's voyage of exploration in the *Amberst*:

"In Mandarin dialect, the name of the place is *Hsiamen*, which is pronounced by the natives *Hsiamen*. The district in which this flourishing town is situated, is one of the most barren in all China, and consequently yields nothing for exportation. It is dependent, even for the necessities of life, on the neighbouring island of Formosa, which is most aptly described as the granary of the eastern coast of China. In spite of these disadvantages, no spot in the empire numbers so many wealthy and enterprising merchants as Amoy; they have spread themselves all along the coasts of China, and have established commercial houses in many parts of the Eastern Archipelago: most of the junks comprehended under the name of *being-tee* (green-head), on account of their being painted green at the bow, in distinction from the *hong-tai* (red-head), which is the badge of distinction among vessels from Canton, are the property of Amoy merchants.

Their short voyages are to Formosa, in order to provide rice, for the consumption of their native district. During the S. W. monsoon, they freight their vessels at this place with sugar, which they sell at various ports to the northward, principally at Ningpo, Shanghai, Tso-sin, and various towns in Manchou Tartary, where they take in cargoes of peas & drugs. Much trade is also carried on by them between Soochow-fou, in Keang-sou, and the towns of Ting-hae, Keang-mun, and the capital of Canton province.

"The greatest part of the foreign trade is carried on by the capitalists belonging to this place. Notwithstanding the exorbitant duties and vexatious treatment they are subjected to in Manila, they have continued to maintain mercantile relations with that island. Their trade with Tonquin and Cochinchina is not extensive, but no less than forty large junks annually frequent Bangkok, the capital of Siam. The Peking junks which go to Borneo, Macassar, Batavia, & the So-loe Islands, are of the largest class, some of as much as 12,000 pecks, or nearly 800 tons burthen, where they take in exchange investments of what is generally denominated Straits produce. Many of these vessels annually stop at Singapore to procure opium and British manufactures.

"Little favour or encouragement appears to have been shown by the reigning dynasty to the enterprising inhabitants of the pro-

vince of Peking. They were the last who submitted to their rule, and from what I have seen, would be the first to shake off the Tartar yoke, which presses heavily on the commercial energy of the people. A systematic plan seems to have been adopted in order to check the rising prosperity of Amoy; first, by removing the foreign trade from it, and lately by laying heavy exactions on native vessels. By the most accurate accounts which Mr. Gutzlaff's numerous acquaintances among the natives of this place enabled him to acquire, small junks of 2000 pecks any a little more than 1000 dollars regular duties, besides tribute to the Emperor in produce, of bird's nests, &c. each time they enter the port, unless they bring a cargo of rice, when a considerable remission is made. The irregular and oppressive exactions of the local government have of late years caused many leading merchants of this place to remove to Shing-hae, Canton, and other places, where they conduct a trade with junks and men from their native district.

"During the afternoon, numerous boats, filled with well-dressed persons, came round the ship; but several Cantonese boats cruised about, and drove them away, yet they could not prevent several from coming near enough to make enquiries as to our nation and our cargo, and object in coming, and by signs and words expressing their friendly feelings. After dark we landed a Chinese servant of Mr. Gutzlaff, who is a native of this place, with directions to go and see some of the leading merchants, in order to arrange with them for trading outside, in case we found it impracticable to do so openly.

"We subsequently visited the town, where we were warmly welcomed by the numerous inhabitants, who surrounded us in great crowds, but were most kind in their manner. Their delight was great at the discovery which Mr. Gutzlaff addressed them in their native dialect. We were soon followed by *Li* Laoyay, who assured us he merely came to prevent our being annoyed by the crowd, and for the purpose of showing us over the town. He also assured us, that if we were desirous to see the tetch, he would give us an audience to-morrow. With this I professed myself satisfied, and having rambled about the town for an hour, returned to the ship. Although nothing could be more civil than the manner of the mandarin and his attendants, yet their object was evidently to prevent, if possible, any conversation between us and the people; in this, however, they failed, and we had the satisfaction of hearing people of all classes express to us their regret at being prevented from visiting our ship and the anxiety they felt for permission freely to trade with us. Several more war-junks came in during the day; among others, one carrying the flag of the *tsangping*, or admiral of *Kiu-men*.

Davis, in his "Chinese," states that Amoy (*Hsiamen*) is a fine shelter for any number of large ships, and Dr. Murray, in his "Encyclopedia of Geography," states, that Amoy affords a very fine harbour, whence the Chinese carry on a great part of their foreign trade. By Wylie's map it would appear that Amoy is not more than two miles distant from the mainland of Peking.

FOU-TCHOU-FOO.

This city, the capital of the province of Peking, is the most important place in the province, on account of its trade, and the convenience of its rivers and port. It is seated on both banks of one of the arms of the *Yang-tse*, which, dividing Form in an island, the principal portion of the city stands on the north bank of the northern stream, and there is a suburb within the river island. The city is in 29° 1' N. lat. and 119° 4' M. long.—being 435 miles N. E. of Canton, 1030 S. by E. of Peking. The river admits the largest vessels, and is crossed by a superb bridge of 300 arches, built of white stone, with a dome-like superstructure, and the city has a very splendid appearance. The importance of this city may be inferred from the fact, that it is the seat of a viceroys, and has under it nine cities of the third class. By a private letter from China, received last week, we learn that its inhabitants are estimated at 400,000, that it has a large coasting trade, and that hitherto the best black teas were sent overland from this city to Canton, whence they obtained, in return, the English manufactures required by the inhabitants.

NING-PO.

This city, sometimes called by Europeans *Limpoo* or *Lampo*, is an excellent seaport, and a city of the first rank in the province of *Teche-king*. It stands on the west bank of the river *Choo-tai*, the mouth of which (China-hae) Ning-po is in latitude 29° 58' N. and long 123° 18' East, and is distant about 660 miles S. S. E. from Peking. It is well situated for a trade with Japan, and, according to one account, the silks manufactured at Ning-po are much esteemed in other countries, especially in Japan, where they are exchanged by the Chinese for copper, gold and silver. By one of the accounts of Lord Macartney's Embassy, Ning-po is (as it is there called) described as a large seaport, with a wall round it, built of free stone, having as-

big gates, besides two large arched water-gates, for the admission of barges. The port is defended by a citadel on a high rock, at the foot of which vessels must pass within pistol shot; but the passage is difficult for those of burthen, as there is no more than 15 feet water on the bar at spring-tides. Still it carries on an extensive trade with Batavia, Siam and Japan. Ning-po is the centre of a considerable commerce with the almost numberless group of Chusan island, which comprises many fine ports, the principal of which, the *great Chusan island*, is about 10 miles in length, and 20 in breadth; Tsin-hai, its capital, (which has been compared to Venice, from its being completely intersected by canals,) carries on a considerable trade; and the various channels between these islands are crissled with almost innumerable vessels trading between different islands and Ning-po. By a recent letter from China, we learn that the large foreign and export trade of this empire was quite annual by our occupancy of the city, which is said to contain 2,000,000 inhabitants. Its export consists chiefly of commodities, and the exports are woolen cloth and cotton. We copy the following account of Ning-po from Mr. Lindsay's voyage of exploration in the *Amberst*:

"On the 25th of May, we proceeded through the numerous islands of the Chusan, Archipelago, towards Ningpo. Dr. Murray's chart, though it contains a considerable error in latitude and longitude, gave a very good idea of this part of the coast, from the outer islands to Ke-tow, but all between that and Chiu-hae is laid down most accurately; between Ke-tow and the small round island off it, we found soundings with 45 fathoms, where 100 are marked. From that we proceeded with a fine breeze and strong tide, inside the islands called the Elephant and Tower, finding no soundings anywhere with 50 fathoms.

"The following morning, we left the ship in the launch. The entrance to the river was about twenty miles in a westerly direction from the ship. The town of Chiu-hae is situated at the mouth of the river, the true name of which is *Ts-hae*. This town which is the capital of Heen, is built on a peninsula, formed by the river on one side, and the sea on the other; against the inner side of which it is protected by a magnificent stone embankment, extending five or six miles along the coast, which is a flat plane of some extent, and considerable below the high water mark of the sea.

"The town of Ning-po lies about 12 or 14 miles up the river, which runs for the first few miles, in a south-west and west direction, and then extends towards the north-west, so the town bears about west from the entrance. The river, in front of Chiu-hae is nearly half a mile wide, with six and seven fathoms water, so as to offer excellent anchorage to ships of any size. The chart made by Captain Rees gives a much better idea of the entrance than can be afforded by description. It will be seen, that ships of any burthen can enter at half tide, the only difficulty is in the narrow passage close to *Foo-lan* (the Crouching Tiger), where, if there was no leading wind it would probably be prudent to wrap about 300 yards. The anchorage between *Foo-lan* and *Yew-shan* is not good, owing to violent and irregular eddies.

"The town is situated on the western or left side of the river, which here divides into two branches. The walls afford of great extent, and the suburbs cover both sides of the river. We made for the nearest landing place, landed amidst a vast crowd, and walked directly into the city, solving we wished to go to the Chinese office. Several instances occurred through broad streets (comparatively speaking) for the streets here are several feet wider and the shops handsomer, than any other Chinese town I have seen lined with handsome shops. I stopped and looked into several; and both Mr. Gutzlaff and myself addressed the crowd, telling them that we were their ancient friends the English, who formerly traded here, and brought great wealth to their town, and that we had now come, hoping to re-establish the ancient custom which had been so beneficial to both of us.

"We visited several shops in the town in which European woollen manufactures were for sale, the prices of which were much the same as at *Foo-chow-foo*. I was anxious to visit some wholesale silk warehouse, but only saw retail shops. Both Mr. Gutzlaff and myself endeavoured to obtain some information as to whether any signs or remains existed of foreign commerce here, but our researches were fruitless, and we did not meet or leisure to pursue them. Every one, however, appeared perfectly well aware that foreigners had traded here a century ago, and that the greatest advantages had been derived to their city from that circumstance. Having walked right across the town, we ascended the ramparts, and from a tower near one of the gates had a good view of the city, which appears very populous; there being no vacant spaces within the walls. The population as collected from various

sources, I should state at from 250,000 to 300,000. The town and suburbs covered full more than half the space of Canton. The river fronting the town was full of junks, mostly belonging to the province, and a good many from Peking. The greater part of Peking junks appear to remain at Chiu-hae.

"It appears from Davis's "Chinese," that as early as 1796, efforts were made by the British to establish a trade at Ning-po, but without much success. In 1755 another attempt was made; but the local authorities would not permit any trade, unless all the great guns and ammunition of the ship were first given up, and the charges and duties proved to be double those of Canton, while no residence on shore was allowed. The objection then made by the government to a trade at Ning-po was "the loss of revenue to the emperor, arising from overland carriage of tea and other goods to Canton," the very circumstances, of course, which enhanced the prices of those goods to the European purchasers. On their departure from Ning-po, on the occasion named, the *super cargoes* were generally sold by the mandarins, that all future trade was forbidden at that port; and a public edict was shortly afterwards issued, confined the trade to Canton. In 1759, the factory once occupied by the English at Ning-po was destroyed, the merchants with whom they had dealings were ordered to quit the place, and the junks were directed to prevent any English ship from being supplied with provisions at Chusan. One of the principal objects of Earl Macartney's embassy, in 1793, was to obtain, if possible, the permission of the emperor to trade at Ning-po, Chusan, Tientsin, and other places, in addition to Canton; but the emperor, in his letter to the King of England, stated distinctly that the British commerce must be strictly limited to the port of Canton. Capt. Horsburg, in his report to the foreign office, as to the harbours on the coast, stated, that "the Chusan group presents safe anchoring ground in several places, exclusive of the safe harbour fronting the city of Chusan, with the river of Ning-po a few leagues to the westward."

SHANG-HAE.

The Yang-tse-king, or great river of China, has its spacious estuary, divided in two broad channels, by the island of *Tsun-king*. The *Shang-hae* channel forms the southern mouth of the great river, and the city of *Shang-hae* is on the West bank of the *Woo-sung* river, near its mouth. It is situated in lat. 31° 10' N. long 121° E., and is distant more than 25 miles E. in a straight line from the Grand Canal, about 18 miles N. E. of *Song-kiang*, and about — miles from *Nanking* by the river navigation. This city is in the fertile province of *Kiangsu*. A recent letter from China thus describes the importance of this, the most northerly of the newly opened ports of China:—"It is the most important commercial mart next to Canton. Besides its external commerce, including the *Japan* trade, it has the largest coasting traffic of any port, and more tonnage enters its river than that of Canton. The city is nearly as large as Canton. Its imports are English manufactures, especially woollens, silks, sugar, &c. According to one of the accounts of Lord Macartney's embassy, it would appear to have once been a place of considerable manufactures; for even at that time, it is stated, "In this town and the village dependent on it, are more than 200,000 weavers of cotton cloth." As more recent accounts are silent on the head, we presume the cotton manufacture of *Shang-hae* has almost wholly disappeared. On the adjoining seacoast are the salt pits which supply nearly the whole empire. *Song-kiang* (48 miles off) formerly carried on a very extensive trade in cotton cloth, and had four cities under its jurisdiction. *Shang-hae* was visited by Mr. Gutzlaff in 1831, and is described by him as the most considerable trading place on the coast. It is in fact, the nearest port to *Souchow*, famous as the seat of the manufacture of both silk fabrics and Japanese goods. It is not more than 120 miles distant in a straight line, from *Hangchow*, the city where the grand canal has its terminus, and which is also the great depot for silk and silk weaving. This city, it will be recollected, was taken by our naval force on the 19th of June last, and its capture, followed by the advance of the forces to *Nanking*, doubtless contributed in no small degree to procure the negotiation which resulted in the treaty which opened *Shang-hae* and the other ports named to our commerce. With respect to the two most northerly of the five ports, Davis, in his "Chinese," says, it seems to have been long ascertained, that the entrance of the river of *Shang-hae*, in *Keangsu* province, lat. 31° 10', is available to the small vessels; and it can scarcely be doubted that the *Foo-chow-foo*, in Peking, and the above mentioned port of *Shang-hae*, would be by far the most eligible points for the establishment of the British trade, as regards to both imports and exports. When we add that *Kiangsu* ranks as the second province of the empire, that it is the

first in point of fertility and natural riches, its wealth being such that it pays an annual tax to the Emperory of 32 millions of taels;—and that the whole country is intersected by lakes, rivers, and canals, and is celebrated both for its trade and manufactures; it will be seen that the privileges of a good open port in this province are not easily overrated.

HONG-KONG.

The Portuguese town of *Macao*, fast falling into decay, has received its final blow in the British settlement of *Hong-Kong*. This new seat of our eastern commerce is thus favourably described by Dr. M'Pherson:—"Hong-Kong forms the most northerly of the group of islands, at the mouth of the estuary that leads to Canton. It is in lat. 22° 17' N., and long 114° 12' E. It is distant from *Macao* forty miles, and from *Canton* about a hundred. The island is about eight miles in length, and two and a half in its greatest breadth. The strait which separates it from the main land is, in some places, barely a mile in breadth, while at others it is five and six miles broad. The bay of *Hong-Kong* cannot probably be surpassed by any in the world, not only by reason of the infinite number of ships which it can accommodate, but also of its safe anchorage from typhoons, compared with any other harbour in China, and the depth of water close to the land, which along the greater part of the bay is sufficient for a seventy-four gun frigate at a distance of a cable's length from shore. From this circumstance alone, the island must prove a possession of enormous value as a commercial acquisition. Magnificent granite quarries are found all over the island, so that warehouses on any scale can be built close to the water's edge, and ships with ease thrown out, which will enable ships to approach for the purpose of loading and unloading. There is at all seasons an abundant supply of fresh water procurable on the island. In other respects this new colony possesses as but few advantages. Its northern side is formed by a connected ridge of mountains, the highest of which is about 200 feet above the level of the sea. Except in a few spots, these mountains are barren and uncultivated, formed by black projecting masses of granite, the intervals giving shelter to herbage and brush-wood. There are no trees of any size; and unlike the generality of mountainous districts, it possesses but a few valleys, and these not of any extent. The mountains, for the most part, fall perpendicularly into the sea, thus leaving but little space for building at the base. The interior and south side is chiefly formed by level and undulating land, and appears to be far better adapted for private residence, than on the north side. Here, too, there are some very fine bays, the chief of which are *Ty-tan* and *Chuck-pie-wan*. At the former place a military post has been established. The latter place, which is removed about five miles from *Ty-tan*, forms a very convenient and well-sheltered site for building dockyards, &c. Partridge, quail, and snipe, have been found on the island; and in the jungle, pheasants and deer have been seen. The population, on our first taking possession, was barely 1000, but it is now daily increasing, and numbers upwards of 10,000. Opposite to the north eastern extremity of *Hong-Kong*, and across the bay, is the town of *Cauloon*, a small fortified Chinese position, from which the best defensive supplies in abundance. A peninsula of considerable size, with only a few Chinese upon it, extends from the town of *Cauloon* in a south easterly direction. This mostly consists of rich and level ground, and would prove of inestimable value to us were it to become an appendage to our present possessions. The appearance of *Hong-Kong* is anything but prepossessing; and to those who have hitherto resided upon it the climate has proved far from salubrious. There is a good deer park situated on the face of the hill, the ground on which, after a heavy fall of rain, becomes elastic and boggy. On the *Cauloon* side of the bay, the atmosphere is, at all times more pure, and the changes of temperature less sudden; indeed, altogether, it appears a far more likely and preferable spot to form a settlement, than on the *Hong-Kong* side.

Philadelphia.—The number of new buildings erected in *Philadelphia* during the year commencing the 21st of February, and closing December first, was 275. This does not include the number erected in the suburbs, which probably exceeds five hundred.

Among the 178,040,000 individuals who inhabit Europe, there are said to be 67,000,000 beggars, or persons who subsist at the expense of the community without contributing to its resources. In Denmark the proportion is 5 per cent. in England 10 per cent. in Holland 14 per cent.

He is happy whose circumstances suit his temper; but he is more excellent who can suit his temper to any circumstance.

What so full is that the more of which it is, the fuller is the box gets. The snuff of a candle.

See that the words are engraved on the 500 times, containing none is genuine, (containing four of size, 21s. per bottle,

KALYDOR,

Creole, is now price and efficient, and is preserved in thoroughly refined, ten sticks, in defects, in healing being the most rough and smooth, in delicate and fine, and delicate and fairness.

ODONTO,

TIFRICE,

Oriental Herbs of the medicinal Tifrice and preserves the Essence in their sockets, containing an Anti-Scorbutic from the Gung, is there of a healthy state from the mouth, and taking medicine to suppress to the brain.

LAND'S "Articles," in red, on the West.

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