

The *Chinese Repository* for March, (No. 11, vol. 4) which has lately reached us by the *Thetis*, contains, as usual, much interesting matter. The first of its seven articles is a continuation of a series of *Notices of Modern China*, and treats of various rebellions which have broken out in China Proper and on the borders of that vast Empire; but which the Government has hitherto succeeded in quelling, apparently with little difficulty.

The second article relates to the *Island of Borneo*, "its situation, extent, history and divisions; with notices of its principal inhabitants," &c. and contains much useful information on that Island, collected from various sources, but chiefly from accounts published at this Settlement some years ago. Our present number contains part of *A Sketch of Borneo*, written by the celebrated Dr. Leyden, and published among the Transactions of the Batavian Society in 1814—which we think the writer of the article in question has not met with, as it gives minute topographical statements, which would have added considerably to the information he has collected. We have therefore the greater pleasure in adding it to the yet imperfect accounts that are extant of that extensive, yet almost unknown island.

That fruitful subject *Piracy* affords matter for the third article; but the accounts of piracies herein given, include several which have been recently committed in the Pacific Ocean, the China sea, as well as in the Indian Archipelago. The following observations with which the article concludes, we deem worthy of attention:—

"The value of the trade which annually passes through the China sea, and the number of persons employed in it, present a striking contrast to the paucity of the means of protection afforded us from our 'father lands.' The number of British vessels that arrived in China during 1834, was one hundred and fifty-six. The total of British trade for the year 1833-4, opium included, was about Drs. 46,953,586; and, that for 1834-5, was still greater. The number of American vessels which arrived in China during 1833-4, was eighty; and the total of the trade is estimated at Drs. 19,775,003; the number of vessels and total of imports and exports for 1834-5, were nearly the same amount. The number of Dutch vessels that come to this port we cannot state, but the total of the Netherlands' trade with China in 1829-30, was Drs. 8,026,243.

Besides these, there is also a considerable amount of Portuguese, Spanish, French, Hamburgh, Danish, and Swedish trade annually. The trade of Manila, already amounting to several millions, is on the increase. The number of square-rigged vessels that imported to Singapore during 1834-5, was five hundred and seventeen, which exceeded any former year: that of native craft was fourteen hundred and eighty-four, which is less than in either of the two preceding years. The number of Dutch, foreign and native vessels which cleared from Java in 1833, was seventeen hundred and twenty, with a tonnage of 199,193 tons.

"While such is the annual amount of trade carried on in these seas, employing in the foreign vessels more than ten thousand seamen, what care have our governments shown for its protection? Not one of his Britannic majesty's ships is stationed in the Chinese sea; not one is yet stationed even at Singapore, though an occasional visitor makes a sweep among the pirates. The Americans have done nothing here since the bloody affair of Quallah Batoo; it is said, however, that these seas are henceforth to be one of the stations for the American navy. A wide range indeed will two or three small men-of-war have from the Cape of Good Hope to Japan. The Portuguese here, we understand, have no naval armament whatever. It is long since a French man-of-war has visited these seas. The Spaniards at Manila have a number of small craft called pontines, for the destruction of the piratical Malays who infest the sea to the southward of Luconia. These are characterized by a writer in a late number of the *Canton Free Press* as particularly successful in the capture of shells and turtles, but most inefficient in the destruction of the pirates. The Dutch alone have done anything effectual towards the suppression, and their activity in this respect is 'worthy of all praise.' In Java, and generally in all places contiguous to their possessions, they have either suppressed or greatly checked piracy; and were it not the tendency of their severe and restricted government to make as many outlaws as they destroy, no deduction need be made from their praise. They alone have systematically attempted to put down lawless misrule in these seas, and make them what the Creator designed them to be, the highway of nations."