

In some of our earliest numbers we published a series of Tabular Statements of the Trade of Singapore, exhibiting the quantities and values of our Imports and Exports, from the earliest period we could obtain any correct account of, up to last year. We are now led to take a more particular view of that part of our trade which is carried on with numerous ports of the Archipelago, and the Continent, by native vessels, the prevalence of piracy in these seas, having at length roused the energy of the Supreme Government to the adoption of vigorous measures by which this nefarious system may be abolished as speedily as possible, and protection of life and property be afforded to the industrious and peaceful trader. In connection with this subject, we propose to consider in an early number how far the plan said to be contemplated by the Commissioners, of insisting that every native vessel frequenting this port, or met at sea by a cruizer, shall have a certificate of recognition or authority to trade from some responsible chief or state, will check the evil intended to be suppressed, without injury to the existing commerce of the Settlement. In the meantime we give the following general view of the ports from which native vessels arrive, and the nature of the cargoes they bring—and we trust this will be the more acceptable now, as we understand the annual official Statements of the trade of Singapore for 1835-36, are nearly ready to be laid before the public.

Commencing with ports to the northward, those in China from which junks (which are included among the *Native Craft*) arrive here, are—CANTON, TEW-CHEW, CHUNG-LIM and MACAO in Canton province—AMOY and CHIN-CHOW in Fokien, and SEANGHAE and NINGPO, large commercial cities, in Chekeang province. They come also from HAILAN or HAINAN, which is subject to Canton. The average number of these vessels, (some of which are of large burden, 300 to 400 tons,) is 20, arriving here annually. The cargoes they bring are, however, only chiefly intended for the consumption of the numerous Chinese who are settled in Dutch and English Colonies in these parts, as well as in the native states, and are re-exported hence by smaller vessels, to places where they may be mostly required. The only articles they bring, in any way required by Europeans are Raw-silk, Nankens and Teas. These vessels likewise convey a large number of emigrants from China every year, probably from 4 to 5,000, most of whom, however, proceed to other places soon after landing here.

The ports in Cochinchina and Cambodia, from which similar vessels arrive are KANG-KAO and LOKNOI in Cambodia, and TURON and SAIGON in Cochinchina Proper. ANOM or ANAM, from which many vessels report themselves to come, is but a general name for either Cochinchina or Tonkin. The average number of vessels arriving from these ports are 40 annually, bringing principally, sugar, rice, oil, salt and some other articles of minor importance. These vessels are usually smaller than the Chinese and Siamese Junks.

BANKOK and CHANTIBUN are the only two ports in Siam of any note, and from these about 30 to 40 junks and topes arrive annually. They are manned and owned almost entirely by Chinese residing in Siam, and bring chiefly, sugar, rice, oil, iron pans, stielac, gambouge, salt, indigo, paddy, tobacco and sapanwood.

We have had too frequent occasion to notice the depredations and cruelties which every class of vessel from the places above-mentioned have suffered at the hands of pirates every year, on their way to this port which certainly contributes to check an increase of trade with the countries they come from.

The ports on the East Coast of the Peninsula, are SUNGORA and CALANTAN, subject to Siam—and TRINGANU, KEMMANAN and PAHANG, independent states. There are other ports on this coast, but of little note, namely DUNGOON, ENDAN, PAKOH, SADSSEEE, and TELOBAN. The produce usually brought here by pucats and other craft from those first-mentioned consists chiefly of tin, gold dust, pepper, Malay sarongs and trowsers, bees' wax, hides, elephants' teeth. Junks occasionally touch at these ports, and we sometimes have the produce of Siam and China brought here from them. The average number of craft arriving thence may be about 120 or 130 annually.

Proceeding to Borneo, we find a great variety of ports, from which vessels report themselves—of which the following is a list: *BANJERMASSIN, BALEMBANGAN, EURNAL, COTI, NEMPAWA, MATTAN, PONTIANAK, PASSIIR, PEGGOTAN, SARAWAK, SAMBAS, SUCCADANA, BRISIL, BATULICHEN, BUNCALAN, BINTOOLLOO, CALAKAK, COTI-RINGIN, COOBOO, CHINKOL, KAYONG, MONTERADO, MAHAH, MAHTO, OYAK, PAMBUANG SADONG, SAMPIT, TEKRANG and

Tannah Darat.* Some of these are well known, others only by the names reported—the locality of the latter is also but little understood. Those with which trade is principally carried on are Brunai, or Borneo proper, Banjermassin, Pontianak, Sambas, Coti, Passier, Peggotan, and Sarawak. The productions commonly brought here from Borneo in general, are:—rattans, birds' nests, bees' wax, tortoiseshell, gold dust and diamonds, beche de mer, pearl and raw sago, camphor, rice and paddy, mother of pearl shells, garro and lakka woods, pepper, seaweed, mats, ebony and antimony ore. The number of boats arriving here annually from all the above places average about 150 or 160. The boats which come from the southern and eastern ports are commonly manned by Bugis, who seem to be the principal carriers in the Archipelago, and next to the Chinese, are the most enterprising and industrious of the traders in these regions. They are considerably less tainted with piracy than the Malays.

CELEBES is the parent country of the Bugis, which name, though properly belonging only to one of the tribes on Celebes, is applied generally to all traders from that island, from the east and southeast coasts of Borneo, and from the islands to the southward and eastward of it.—Of these tribes, by far the most considerable in point of improvement and numbers are the Bugis of Wajo or Tuwajo, a country near the centre of Celebes and situated up the Bay of Boni. The ports in Celebes from which prahus arrive here are Bonirati, Bugis Pari-pari, Wajok, Bugis Pemana, Kailie, Macassar, Mandhar & Sangye. They usually bring sarongs—the produce of their own looms—rattans, wax, tortoiseshell, pearl shells, seaweed, beche de mer, coffee, bird's nests, sandal, and bookoo woods, and other articles of minor importance. The number of vessels arriving here from the above places average about 50 or 60 annually.

The islands to the eastward and southward of Celebes from which the Bugis bring cargoes to this port are chiefly Bootoon, Enday or Flores, Selayer, Timor, Booroo, Lombok, Sumbawa, Amboyna, Ceram, and even from the Aroos and Papua. The articles are the same as those from Celebes, with the addition of kayu-pooteh oil, birds of paradise, and wild nutmegs. The vessels arriving from these places may average about 30, every year.

The Island of Bali or Bally contains several ports from which upwards of 50 prahus annually arrive here; the principal of these are Baliling, Bali Badong, Sasak, Saliparang and Ampanan—they bring rice, oil, hides, tobacco, sarongs, wax, birds' nests, and beche de mer. In this trade, we believe, the Bugis are likewise the principal carriers.

Returning westerly we come to Java, from various well-known ports of which upwards of 60 native craft, independently of square-rigged vessels) annually frequent this harbour, bringing the productions of that valuable and fertile island, principally rice, sugar, tobacco, cachang or peas, tamarinds, hides, cubebs, Battic handkerchiefs and salendongs. We go next to SUMATRA, from the various ports on the east-coast of which the greatest number of native craft frequenting this port arrive, amounting on an average to between 300 and 400 annually. The names of these ports are: Acheen, Apong, Assahan, Batu bara, Bukit batu, Billah, Ayer etam, Campar, Deli, Gawang, Indragiri, Jambie, Kitaman, Lungkat, Lunpung, Manda, Merba, Pulo Padang, Panai, Palembang, Rantow, Rittee, Siac, Subee, and Tabing Tingie. The greatest portion of boats come from Apong, Manda, Rantow, and Tabing Tingie, with raw sago. The next in number are those from Campar, Jambie and Siac, bringing coffee, rice, wax, rattans, ivory, gold dust, benjamin, dragon's blood, lakka wood, and a few other articles.—From Palembang come the lacquered basons and ceerce boxes so much in request among natives; and the best rattan mats are made there. The coast near Siac furnishes in great abundance, the *Trabo* or fishroe, so universally used—and affords our principal supply of sago, which has now become an article of commerce at Singapore!

The names of the petty places on the West side of the Malayan Peninsula, opposite the Sumatra shore, between this and Penang are: Batu palat, Benook, Beladong, Dooyong, Brooas, Muar, Padang, Poontian, and Panghie,—while the principal ports,—besides Malacca and her dependencies, are:—Perak, Salengore, Lingin and Lookoot. From the former very few articles, and those only of trifling value, are brought here, consisting chiefly of fowls, cocoanuts, paddy, fruit &c. but the other ports all furnish tin in large quantities, besides several other articles of less importance. The whole of this coast however, bears a bad name for piracy and should be particularly "overhauled," by the Commissioners. The number of prahus arriving here from all the places abovenamed, amounts to about 100 every year.

Of the Neighbouring Islands, RIMO is the one with which we carry on the most extensive and constant trade—the number of boats or rather trips of a regular set of Chinese boats, called *sampun pucats*, employed in the trade, being about 300 every year. They bring chiefly pepper and gambier, the produce of Bintang. From LININ or LINGA also we have upwards of 70 or 80 boats arriving annually, bringing a great variety of useful produce, but principally pepper, tin, rattans, &c. BILLITON sends about 25 boats yearly which bring beche de mer, seaweed, tortoiseshell, wax &c.

BUNGORAN (or Great Natunas) and SEANTAN, (or N. Anambas) are the next in importance, from which 30 or 40 vessels trade with this settlement. The other islands are Pulo Awore, Benawang, Condore, Carimons, Jamaja, (or S. Anambas) Pulo Laut, Laboo, Leboc, Meppar, Nongsa, Sarassan, Sinkip, Soobie, Tajam, Timblan, Timiang, Tiogih, Trong, Carimata, Ungaran, and some others.

* The places mentioned in this Statement of which the names are in capitals, are either well-known to Europeans by long report or actual intercourse—while those in italics remain, so far as we have ascertained, not only unvisited by, but are only recently known by name to them; few or none of them earlier than the foundation of this Settlement.