

We have since out last to announce the return of H. M. Ship *Andromache* to this station, which arrived in our roads on the 25th instant, her cruise having occupied a month and two days. She had not, as was supposed, proceeded to the southward, or in the direction of Lingin, her movements having been confined to the Coast of Bintang, and the Islands in that vicinity, the Southern extremity and Eastern Coast of the Peninsula. Besides a conference with the Dutch Authorities at Rhio, relative to the objects of their mission, the only native chief of importance with whom the Commissioners put themselves in communication, was the Rajah Bandahara of Pahang.

There does not appear much cause of congratulation to result from the conference with the Dutch Authorities at Rhio, as respects the prospects of any concerted plans of co-operation with the British Government for the extirpation of Piracy throughout the neighbouring seas. Not only was a pretext found for refusing the solicited aid of a couple of gun-boats, lying in harbour unemployed; but, so far from joining in a desire to call the Rajah of Lingin to account, or at least to obtain some explanation as to his supposed connection with pirates, & some guarantee or assurance for the future, the Commissioners were informed that the Dutch Government had already concluded a Treaty, with that chief, of which no particulars were communicated, and that he was in receipt of a pension from them of 40,000 *Rs.* per annum! We have only conjecture to go upon in assigning the causes and motives of a Treaty backed with so large a pension with a chief whose alliance with pirates has not only long been a matter of strong suspicion, but against whom there actually exists a *prima facie* case of maintaining and keeping in pay large bodies of these marauders; and we naturally ask, in the first place, what equivalent does the Rajah's alliance offer for so large a consideration, if the Treaty does not contain some *commercial* stipulations, however pregnant it may be with anti-piratical provisions; for it cannot be supposed that the Dutch authorities estimate the value of the security which their commerce in these seas would derive from his assistance at so high a price. This would be besides entering into a sort of "BLACK-MAIL" contract with the Rajah, and be altogether beneath the dignity of a Government so able to protect itself as the Dutch in these seas. If this pension, indeed, be not an annuity to the present Rajah of Lingin, securing by the Treaty the reversion of the Malay Principality of Lingin and its dependencies to the Dutch, after his decease, which it in all probability is, we have little doubt the provisions of the Treaty are on the principle of drawing the Tin of Singkip, and the other produce of the Lingin dependencies, into the direction of a Dutch port. At all events we expect mighty little from any anti-piratical treaty entered into between the Dutch Government and his Highness of Lingin. In a former number we spoke in favour of the active measures which it was understood the Dutch government was pursuing with a view to the abolition of piratical practices; but that such commendation was rather unhappily bestowed is apparent when we reflect upon the circumstance that the piratical nest at Gallang, which so long flourished in the most complete security until its recent destruction by the *Andromache's* boats, is only 17 miles distant from the port of Rhio!

At Pahang, where the Commissioners on their second visit were, we understand, in personal communication with the Rajah, the fullest evidence presented itself of the extent and effects of this nefarious system, and was of such a nature as cannot, we should presume, leave any doubt as to that chief's participation in its gains. Besides two Chinese brought away by the *Andromache's* boats on the first visit, about 30 Cochin Chinese who had been taken by pirates, and sold and detained as slaves at Pahang, availed themselves of the means of escape now so fortunately open to them. The Rajah, we believe, endeavoured to exculpate himself upon the ground of his ignorance of such people ever having come or been brought to his territories, as he himself generally resided a long way in the interior, and did not know what was going on about the Coast! Such an excuse is destitute of even the smallest portion of plausibility. Pahang is a place of considerable commercial resort, and it has been customary for traders who frequented the port, whether Native or European, to find the Rajah who buys and sells more than any of his subjects at the usual place of trade, situate quite close to the Coast; it is known too, that with respect to some articles of trade he maintains a strict monopoly or insists on a right of pre-emption, to protect which, when he himself visits the interior, he has his proper officers residing on the spot. All this and more, was no doubt in the mind of the Commissioners when they listened to the Rajah's feeble attempts at exculpation, and he was probably left satisfied that the discovery of his future participation in, or connection with such proceedings, would not be attended with mere verbal denunciation only. That there remain many more Chinese and Cochin Chinese captors and slaves, in Pahang, and in other places along the Coast, we have little doubt, but under the measures now on foot, their present condition altho' abject, is not hopeless, as many will no doubt be allowed to escape, and may find their way to this port, or back to their own country.

While writing on this subject in our last number, we entered into some consideration of the supposed measure said to be in contemplation by Government, of requiring all trading prahus to be provided with a pass or license from native chiefs. But we can now confidently state that that measure, to such an extent at least as had been assumed, is no

longer, if it ever really was, in contemplation by the Commissioners. Some similar design, however, but on a more limited and distinguishing scale seems still to be proposed, such as requiring that all prahus belonging to any Malayan State or Country, and going to sea, and without cargo on board, shall be provided with a Pass, or be looked upon and treated as a pirate;—that all such vessels fallen in with at sea, altho' having cargo on board, if armed to a suspicious extent; and not provided with a Pass, shall be regarded as pirates until they can give such evidence of their purposes and business as will free them from the suspicious incident to their over-warlike appearance. This is, we confess, a difficult part of the question, but we are however, ourselves disposed to combat the proposal altogether: we think that at best, such a measure would be productive of very partial benefit only; and where the advantage of the plan is doubtful, its principle too, in a certain degree questionable under the circumstances of these countries, and its execution likely to be attended with some degree of hazard to inoffensive traders, we think it were better laid aside altogether. It appears clear enough to us that the class of native vessels first mentioned as being embraced in the proposed plan, are such as are always likely to be provided with a pass, no matter what their occupation may be, and that it is the trading vessels only which there would ever be any chance of finding without one.

Besides the burning of the Gallang villages and fleet, which we mentioned in a former number, the *Andromache's* boats, while proceeding up the Coast, destroyed, we understand, a piratical establishment on the *Endoe*, which they discovered while engaged in exploring that river. The service on which the boats were engaged throughout the whole expedition was both perilous and severe, having often been exposed for two or three days in continuation, day and night, without shelter or covering, altho' we are happy to learn that no sickness has in consequence ensued among the crew.

The *Andromache* will again leave this in a few days, proceeding up the Straits of Malacca, and visiting the more important native states situate along the West Coast of the Peninsula, and will then pass over to the opposite Coast of Sumatra, and proceed on the same manner along that line of Coast. The *Raleigh*, meantime, remains here to cruise among the neighbouring places.