

From the communication of a Batavia correspondent dated the 13th instant, we obtain the following information.

The Dutch troops before Bonjal were taking active measures to reduce that fort—and the preparations that were going forward seemed to indicate that a great and final effort would soon be made. General CLARENS had been superseded in the command of these forces by another officer, Major General COCHINS, who was understood to have blamed the proceedings of his predecessor in the former attack upon the fort of *Bonjal*—and he is reported to have commenced operations with his miners with the intention of blowing up the enemy's works.

The Dutch steamer *Willem de Eerst* which left Sourabaya on the 26th April last for Amboyna had struck on the Lucepara Shoal, close to the *Turtle Islands*, and about 120 miles distant from her port of destination, after being eleven days out. She had on board the Governor of the Moluccas and his family with 150 troops for these islands. Being an old vessel she soon became a wreck, and all on board were compelled to seek safety on the shoal, on which however they were up to their knees in water when the tide rose to its highest. There were three boats belonging to the vessel, all of which were sent away by the Commander, with as many people on board as they could take,—one to go to Amboyna, another to Macassar, and a third it is supposed to Bouton. The two former made their voyage in safety—and the colonial ship *Eric*, as also a government schooner, were immediately despatched to bring away those who had been left on the shoal—but no further tidings as to their fate had reached Batavia. When the last of the three boats put away, those who of necessity remained on the shoal were engaged in making a raft, and there appeared cause to apprehend some misfortune having befallen them, as the few materials that had been left them could, it is said, scarcely have sufficed for the construction of a raft fit to transport such a number of people—when the distance of the only spot which they could expect to make was considered. The general opinion at Batavia appeared to be that the Commander of the vessel before he sent away the boats, should in the first place have made use of them in conveying all those intended to be left behind to the nearest *Turtle* island—instead of leaving them exposed on a shoal which was flooded all over at high water. Our correspondent remarks that this accident would not in all likelihood have happened at all, had the Commander of the steamer been a *country captain*—experienced in the navigation of these seas. The Java Government, it appears, passed a law about three years ago, by which all persons not being natives of Holland, or Burgers of Netherlands India, are prohibited from commanding on board of a Dutch vessel—and among those whom the law leaves qualified there is not always to be found one possessed of the desirable requisite of *experience* in the navigation of the Archipelago—a circumstance likely enough to lead to accidents which would not otherwise have occurred. It has thus often happened that a ship-owner who thinks experience more useful and available for the navigation of his vessel, than the legal qualification to command, is compelled to put on board some *Burger* supernumerary as nominal commander, while the other is actual master. In the present case the commander was a lieutenant in H. N. M. Navy—reported to be a skilful and clever seaman, without however having had experience in this country.

The Government had on board of the *Willem de Eerst*, specie to the amount of 100,000 guilders, no part of which appears to have been saved—and as they had a large quantity of stores &c., also on board their total loss, including the vessel, is estimated at about 500,000 Rs.