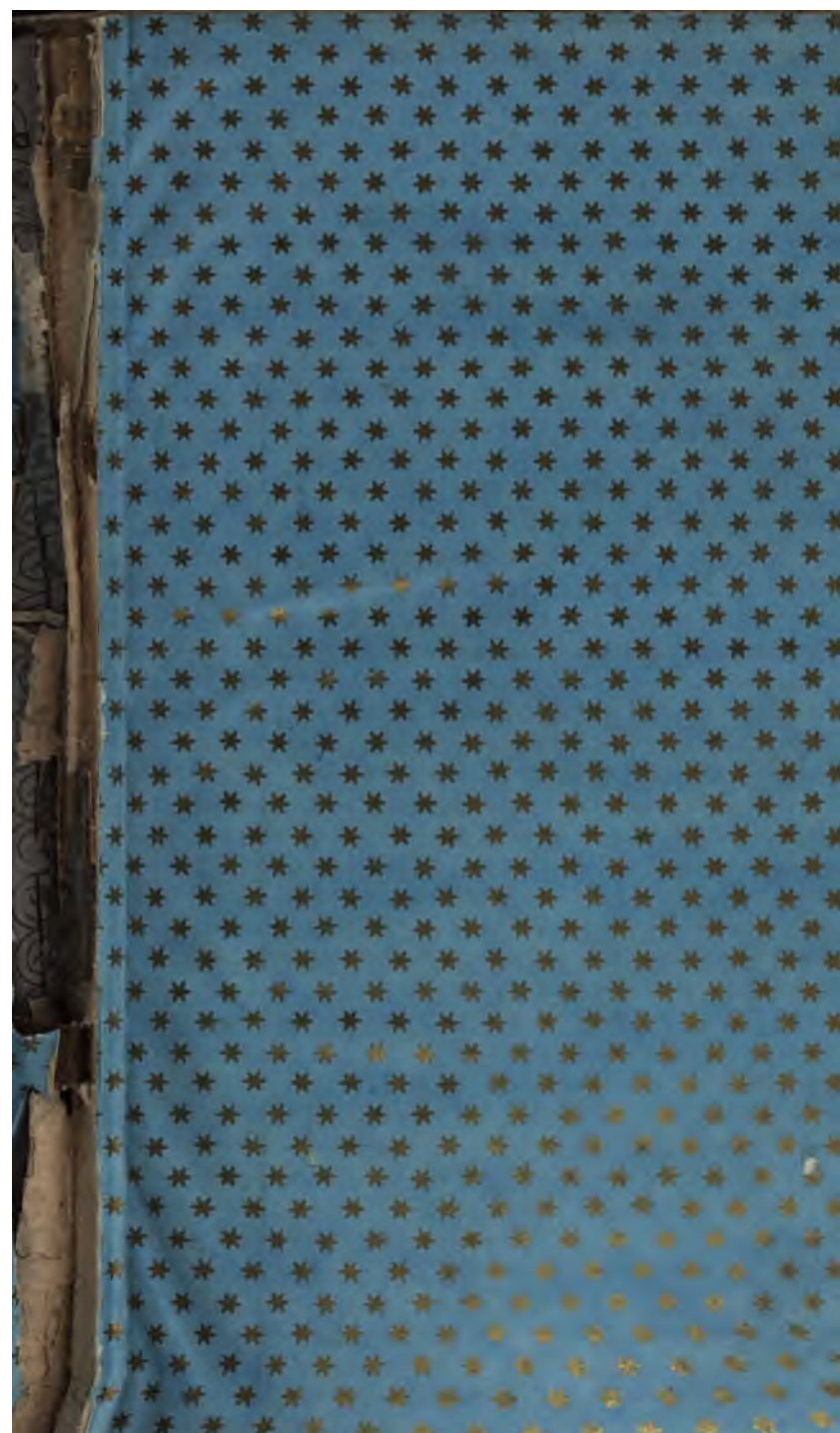


Stanford University Libraries



3 6105 118 181 283







A
VOYAGE TO CHINA.

VOLUME II.





On Stone by B. J. Hamerton.

Melchior, lith. 1. Adam St. Strand.

PLAN OF CANTON.

From a Sketch by a Native Artist.

W. Shaperl, Publisher, 20, St. Marlborough Street, 1850.



On Stone by R. J. Hamerton.

Meichim, lith. 1, Adam St. Strand.

PLAN OF CANTON.

From a Sketch by a Native Artist.

W. Shoberl, Publisher, 20, G^o Marlborough Street, 1850.

A
VOYAGE TO CHINA;

INCLUDING
A VISIT TO THE BOMBAY PRESIDENCY;
THE MAHRATTA COUNTRY;
THE CAVE TEMPLES OF WESTERN INDIA, SINGAPORE,
THE STRAITS OF MALACCA AND SUNDA,
AND THE
CAPE OF GOOD HOPE.

BY
DR. BERNCASTLE,
MEMBER OF THE ROYAL COLLEGE OF PHYSICIANS, LONDON.

IN TWO VOLUMES.

VOL. II.

STANFORD LIBRARY

LONDON:
WILLIAM SHOBERL, PUBLISHER,
20, GREAT MARLBOROUGH STREET,

1850.

S

CONTENTS OF VOL. II.

CHAPTER I.

Straits of Callam—The Hastings—Views of Malacca—Native Canoes—Barter for Provisions—Mount Ophir—The Pulo Carimon Islands—Entrance to Singapore—Spacious Harbour—The London Hotel—The Author meets with a Friend—A Walk through the Town with him—The Chinese Quarter—Shops and Shopkeepers—Opium-smoking—A confirmed Smoker—The Opium Pipe—Enormous Boa Constrictor—Chinese Funeral—Divisions of the Town—Its Commercial Importance—The “Sampan”—Boats and Cabs—Convicts—Pine-apples abundant—The Mangosteen—A Drive into the Interior—Sugar Manufactory—A Fracas—A Nutmeg Plantation—Fero-cious Tigers—Residence of the Sultan of Johore—Return on Board. 1

CHAPTER II.

Sail through the Straits of Singapore—Intricate Navigation—Chinese Boat—The Ladrone Islands—The Lema Is-lands—Harbour of Hong Kong—A Busy Scene—Sampan Boats—Description of the Island—Victoria—The Com-pradore System—Climate—Robberies—Curious Form of Oath—The Court of Heaven—Chase of a Pirate—Fast Boats to Macao—Dangers of the Passage. 30

CHAPTER X.

A Passage to Macao—Praya Grande—The Tanka-boat, rowed by Females—Population of Macao—Their Houses—The Market—Some account of the Town—The Grotto of Camoens—Atrocious Murder of the Governor—Chinese Fort taken by the Portuguese—Arms of the Chinese Soldier—The Author returns to Whampoa—Harbour of Hong Kong—A day at Victoria—Voyage down the China Sea—Island of Great Natunas—Crossing the Line—Gaspar Island—Coast of Sumatra—Malay-boat—Supply of Provisions—The Spanish Dollar—Moose Deer and Gennet Cat—The Straits of Sunda—Violent Squall—Intricate Navigation—Providential Escape. . 181

CHAPTER XI.

Christmas Island—Sperm Whales—Profusion of Turtle—Passage through the Indian Ocean—Race with an American Ship—Press of Canvass—Premonitory Warning—The English Ship beats her competitor—Difficulty of approaching the Cape from the Eastward—Progress along the African Coast—A Mutineer on board—His punishment—New Light-house—View of Table Mountain—Adverse winds—Arrival in Table Bay—The Author's second Visit to the Cape—Good accommodation at Parke's Hotel—Invitation to the Vineyard—Variety of Fruits—South-Easters—The Botanical Gardens—New Jetty—Visit to Somerset Hospital—Curiosity—Hunting—Inland Lake—Wreck of the Childe Harold, and the Nepal—Steam-tugs—Establishment for Lepers on Robben Island—Anecdote of a Traveller. . . . 202

VOYAGE TO CHINA.

CHAPTER I.

Straits of Callam—The Hastings—Views of Malacca—Native Canoes—Barter for Provisions—Mount Ophir—The Pulo Carimon Islands—Entrance to Singapore—Spacious Harbour—The London Hotel—The Author meets with a Friend—A Walk through the Town with him—The Chinese Quarter—Shops and Shopkeepers—Opium-smoking—A confirmed Smoker—The Opium Pipe—Enormous Boa Constrictor—Chinese Funeral—Divisions of the Town—Its Commercial Importance—The “Sampan”—Boats and Cabs—Convicts—Pine-apples abundant—The Mangosteen—A Drive into the Interior—Sugar Manufactory—A Fracas—A Nutmeg Plantation—Feroocious Tigers—Residence of the Sultan of Johore—Return on Board

THE next morning we beat through the Narrows; and, when clear of the bank, anchored about ten miles from the Malay Coast off the Straits of Callam.

Weighed again with the tide. A great number of flat fish, quite white, of the

shape of a turbot, are swimming alongside, near the surface of the water. Towards evening, a beautiful black-and-white snake, six feet long, was caught by a rope towing over the side, but escaped before it could be got on deck.

The Hastings, 74, flag-ship of Admiral Sir F. Collier, in tow of the Fury, steamer, passed us within a few miles, bound to Penang.

We are now approaching the town of Malacca, which appears in the distance, and at noon came to an anchor, about three miles from the shore. Malacca, once the capital of the Malay peninsula, belonged first to the Portuguese, then to the Dutch, who ceded it, in 1824, to the English, in exchange for Sumatra. It has greatly fallen from its ancient splendour, and forms, with Penang and Singapore, the "Straits Settlements," under the government of the East India Company. They are garrisoned by troops from the Madras Presidency, to which they are annexed.

The view of Malacca, from the sea, is

very beautiful ; the bungalows are seen extending along the water's edge for several miles, interspersed with thick evergreen foliage. The fort and flag-staff are on an eminence, and a fine lighthouse, one hundred and fifty feet high, towers above the surrounding buildings.

A native canoe, with Malay fishermen, wearing Chinese hats, came alongside. They had several large red fish, called *snappers*, for which we gave them beef and pork, they preferring barter to money. The fish were excellent, and sufficient for all hands.

Shortly afterwards, we were boarded by a number of light canoes with latteen mat sails, manned with Malays, and laden with the produce of the coast; Malacca canes, of all sizes, rattans, parrots, yams, cocoanuts, pine apples, mangosteens, eggs, fowls, and a variety of other articles.

Most of these men speak broken English enough to transact business with the ships passing through the Straits. All is done

by barter; old coats, caps, shoes, linen, arms, in fact, anything is brought on deck, and one can in return for all the rubbish one possesses, obtain an ample supply of what they have to offer, each party being equally satisfied with his bargain.

For a dollar, I got a bundle of one hundred Malacca canes, many single ones of which would cost a guinea at Sangster's. Pine apples were quite a drug, and every Lascar might be seen about the decks, munching fruit that would be prized on a nobleman's table. The Malay fowls when cooked, are almost black, and have rather a repulsive appearance, but are very good eating.

Behind the town of Malacca, at some distance, is seen Mount Ophir, 7,000 feet high; which adds greatly to the surrounding scenery.

Next morning, we left this delightful spot, the navigation among the numerous islands becoming exceedingly interesting, Pulo Roupat and Mount Formosa, in sight all day.

As we coast along, a few miles from the land, the wind failing, we "*brought up*," and waited for the tide. Having hinted a wish to go on shore, the captain consented to our doing so. Fire-arms, cutlasses, and plenty of ammunition, are immediately called for, and everything is ready, when some discussion arose about the boat we were to take; and, as we could not have the gig, we declined the offer of the jolly-boat, which would not have enabled us to reach the shore before sunset. Considering that fierce Malays and tigers are the usual denizens of these parts, we thought that we might as well have the advantage of daylight for such a "jaunt."

June 15th. We have made no progress since yesterday, and, were it not for the magnificent scenery constantly surrounding one, the voyage through these Straits might become tedious, having generally to anchor each time the tide turns. Two large Malay proas, with three masts, and a single square sail on each, pass to the westward.

At midnight, the habitual "Sumatra," with torrents of rain, and most vivid lightning, suddenly disturb the stillness we had enjoyed, in the midst of all which, cries of "Land ahead!" issued from the forecastle. The helm was immediately put down; we tacked, and stood away from it. The lead was hove all night, and the land proved to be Pulo Pisang, on the Malay coast.

In the morning of the 17th June, we pass by the picturesque group of Pulo Carimons, covered with trees of the richest verdure and, after a passage of seventeen days' run through the Straits of Malacca, we come in sight of Singapore, celebrated as having been founded at the edge of the thickest jungle, by Sir Stamford Raffles, to become the emporium of commerce and civilization of the far East. As we came nearer, we were boarded by Malays, in their elegant "Sampan" boats, each offering his services as "Dubash," or boatman, to the ship during her stay. Each had a book with the various certificates of satisfaction from the

captains of the different ships he had attended on, for years back: some in German, Dutch, French, Spanish, or English.

The entrance to Singapore, or Sincapore, as it is sometimes called, is extremely beautiful; you pass close to John's island, and several others on the left, literally covered with pine-apples, nutmeg and cocoa-nut plantations, all of the brightest perpetual green. As you see it once, so it is all the year round, few days elapsing without showers of rain to lay the dust and irrigate the vegetation in this torrid region, close under the line.

We soon found ourselves inside the spacious harbour, which appears almost land-locked by the different islands outside, looking not unlike a large lake, with the town in front, extending down to the water's edge. Ships of all nations were here, and a number of Chinese junks gave a finish to the Oriental aspect of the place. Earlier in the season of the monsoon, large fleets of these immense junks may be seen, going in

and out of the harbour, there being a great trade, and also emigration of Chinese, from China to this place and back again.

We brought up, two miles from the shore, manned the gig with our dandy Lascars, with their flowing gold and silver turbans, and found ourselves, in half an hour, landed on the boat quay of Singapore. We went forthwith to Tronquoi's "London Hotel," a splendid establishment, having most extensive accommodation, in the first style and at the moderate price of two dollars* a day, wines not included. One peculiarity is, that you are charged the same, whether present at meals or not. The Hotel de Paris is another large house, but not on such a scale as the first.

Having heard quite accidentally, in the Straits of Malacca, that Dr. Allen, whom I had known intimately as a medical student in Paris, in 1836, and who had emigrated to Australia, some years back, was now practising in Singapore, I called on him,

* About nine shillings.

and he was not a little surprised on recognising, by the voice only, so unexpected a visitor. I received, of course, the most cordial welcome, which, by the bye, one meets with at any time from one's countrymen in the East, where John Bull shakes off, soon after his arrival, his stiff, formal, distant style of manner, so habitual to him, and is really seen to great advantage. I was enabled to treat my friend to recent news from home, about some of his family I had met since he had heard from them.

Having given to each other a brief outline of our life, since the number of years we had been separated and steered such different courses,

"Per varios casus, per tot discrimina rerum,"

he introduced me to his lady, whose personal attractions I had long ago heard of in England, which was well confirmed by her being considered one of the "Belles" of Singapore, in fact, *the* "Belle."

The doctor acted as my *cicerone*, and

we walked out in the evening, passing by the English Church, a very fine new building, the Theatre, Government House, and the Institution, built by Sir Stamford Raffles, the founder of the colony, which took place no further back than 1819, the population amounting, in 1836, to 30,000, and at present, to a much greater number.

In the Chinese quarter of the town, we entered a few opium-shops, but they were all empty, and we were told by the Chinamen to return in the evening about eight or nine, when they began to fill. Government farms out, for a fixed revenue per annum, the privilege of licensing a certain number of these opium-shops, which is a speculation to the man who takes it, and who is called the opium-farmer. We looked in upon a Chinese painter, and found him at work copying a portrait. This man has a reputation for taking good likenesses of many of the principal inhabitants.

We next entered a Chinese doctor's shop, of which there are a great number in the

bazaar; there was a variety of small drawers, each containing different drugs, roots, leaves, and seeds, but scarcely any of them would be found in our *materia medica*. In fact, I could scarcely recognise one single drug, except ginseng, and China root. There were many compounds in pots, which I did not attempt to make out.

At night, we returned to the opium-shops, and visited in succession ten or twelve. Each shop contains a bench about four feet broad, reaching from one end of the room to the other, on each side, leaving a passage between; these are covered with matting, for the smokers to recline upon, and have affixed to them, at equal distances between every two persons, a small lamp constantly burning, heat being required to be applied often to the pipe whilst smoking. Leading from this principal room are many smaller chambers, or recesses, concealed from view by a curtain. These contain nothing but a table and mats, upon which

latter recline, out of sight, those smokers who are so far gone, that the eye would be shocked by the public exhibition of such depravity.

We met principally with common, half-naked Chinamen, of all ages, and in all the different stages of narcotism, some merely becoming gently exhilarated from their first pipe. Certainly, to speak fairly, the gin-palaces of London, half filled with women and infants, besides the other inmates, spending their last farthing in as bad a poison as opium, is a much more immoral and disgusting spectacle, occurring amongst civilized Christians of both sexes, in the boasted capital of the civilized world; whereas, this opium-smoking, which is making such a stir and shuddering amongst us unthinking people, turns out to be almost entirely confined to Pagan Chinese coolies and mechanics, adults of one sex only indulging in it, and that principally at night, when their labour is over. Many of them are not much injured by it, when

not taken to excess, as their looks, and the number of years they had been addicted to it, sufficiently proved. I am not going to sanction the custom at all, but seeing much worse practices at home, we should be cautious how we blame these half-barbarous people, without religion, or the advantages of education and civilization. Let us try to reform abuses here, before we interfere with them in the East. One strong young man had œdematous swellings all over his legs, which they said was not unfrequently a consequence amongst the most desperate smokers.

We had looked into all the secret cabinets and recesses, and at last found one occupied by its wretched tenant. He was an elderly man, and, on being roused, looked at us with an air quite "*hébété*." He had finished his eighth pipe, and was an opium-smoker of ten years' standing. His idiotic aspect, and emaciated, shrivelled-up frame told plainly enough that he would soon finish his miserable career.

The opium-pipe is altogether rather more

than a foot in length, and has in it a small hole, about the size of a pea, where the opium is inserted. The landlord weighs for five cents* a small piece of the drug, which is mixed with bang and other compounds, and has the consistence of an extract. This he fixes on the end of a steel like a knitting needle, and hands it to the smoker, who pushes it with the steel into the small hole in the pipe, and then lights it at the lamp by his side.

The smoke when inhaled is retained the same as with the hookah. "Mine host" having prepared me a pipe, I took a few whiffs, and did not find it unpleasant, nor produce any effect on me, but a few more probably would have done so, and I did not wish to be in a state of narcotism during the short space of time I had to spend at Singapore. The Chinamen in attendance at all these places were very civil and obliging. They gave us tea, without milk or sugar, in little cups about the size of an egg-cup.

* Two pence half-penny.

The landlord was busy at his counter keeping his account book, writing in Chinese characters, perpendicularly, and reckoning up with a number of wooden balls, strung on wires in a frame,* a sort of counting-board they have constantly near them, and without which they will never make the simplest calculation you might ask of them. This, in China, sometimes annoyed me exceedingly, as you have to wait so long for an answer about the price of anything, whilst they are pulling these balls up and down the wires.

Having been pretty well prevented from sleeping all night by mosquitoes, I was aroused suddenly in the morning, and called down stairs to see an enormous live Boa-constrictor, tied by the neck to a long pole, around which he entwined himself; he was brought into the court-yard by two Malays who had caught him a few hours before, in a corner of a room in their cottage near the town, and offered him for sale. He

* Called a swam-pan.

measured fourteen feet in length, and one in circumference, was beautifully marked with a large black diamond pattern, and the price was three dollars. I said one, for which sum they returned in a few minutes, and left me the bargain.

I could, if I had had more time, have kept him alive in a proper cage, but in a ship, such pets as boa-constrictors are not very handy, so that the next step was to kill him, and preserve the skin and stuff it.

This was not so easy a matter; a quarter of an ounce of Prussic acid poured down his throat, had no effect but to make him more violent. I next tried the same quantity of corrosive sublimate in a little water, with no better result. After waiting a couple of hours, the rain came down in torrents, and I thought of drowning, by keeping his head under water with heavy weights, which succeeded at last, having lost three hours in these different attempts to destroy him.*

* The Boa is now in the Museum of Comparative Anatomy, at Oxford.

The rain continued through the morning, few days elapsing without some rain all the year round, which serves well to lay the dust, to cool the atmosphere, and covers the whole island with perpetual verdure. In many parts, the grass and gardens look as green as in England, a most refreshing sight to the traveller, arriving from the scorched-up plains of India. We went into the bazaar to purchase a few krisses, which are only to be met with here in any quantity, being worn by the natives of most of the islands in the Eastern Archipelago, and brought by the Bugis traders from Macassar, Celebes, Amboyna, &c.

Being unable to speak a word of Chinese, or Malay, I should not have got on at all, without the assistance of the Doctor, who prevented the extortion they invariably practise upon strangers. They asked me ten dollars for what we got for three or four, a safe plan being to offer one-third of their price, or half, and they seldom let you go.

Strolling along, we saw a Chinese funeral pass by. The coffin is made out of one solid piece of wood, of a light yellow colour, carved according to the means of the deceased, and carried on men's shoulders, without any covering, at rather a quick pace. This was a very humble affair, as I saw since, in Canton, a funeral procession early one morning, which took five minutes to pass by, consisting of bands of music, roasted animals entire, pastry, fruits, &c., each carried separately, in a carved, gilt, sort of sedan-chair, mourners, priests, boys in fanciful dresses, and I don't remember half the rest. The music of one band was exactly like the Scotch bagpipes. I suppose this funeral was one of a man of rank, or fortune.

Singapore is divided into the English, the Chinese, and the Malay towns. The English district is laid out in squares, decorated with trees: the Chinese town is a busy part; the streets are wide, and the houses all uniform, covered with a yellow wash, giving

them the appearance of stucco: arcades supported by pillars are in front, which offer good protection from the rain and sun. The internal appearance of each house is not so flattering as the outside might lead one to expect. I caught frequent glimpses, *en passant*, of the crowded, filthy rooms, peculiar to the natives.

Singapore is a free port, and a safe anchorage at all seasons. The Governor of the "Straits Settlements" resides there. Situated at the extreme point of the Malay peninsula, it is of immense commercial and military importance, commanding the Straits of Malacca, the direct route from Bengal to China.

In spite of the heat and marshy soil, it is an extremely salubrious spot, little subject to the diseases of tropical climates, so fatal to Europeans. Provisions are cheap, the market being well supplied with fish, poultry, fruit, and vegetables. Nuclea-gambir, or terra-japonica, is produced in large quantities throughout the island, for

exportation. Sugar, pepper, and nutmeg plantations are also of importance, and the produce of which forms a large item in the exports.

Continuing our walk from the bazaar, we crossed over two bridges, the river running up some distance, but navigable only for small craft and boats, with which it is crowded. It becomes wider where it terminates in the sea, forming a most convenient basin and landing-place, for the innumerable native boats, of all shapes and sizes, plying for hire night and day, of which the "Sampan" is the most used by Europeans. It is very light and elegant in shape, is rowed by paddles, and carries latteen mat sails. After the uncouth Bombay "dinghy," it is quite delightful to fall in unexpectedly with such superior comforts. The hire of boats and cabs is very moderate. A one-horse cab for the whole day, one dollar, by law, and for less time, in proportion, the native running by the side of the horse, and leading him.

This is the place of transportation for convicts from India, of whom there are about 1,500, who, by making roads and other public works, have done much to improve the island. A gang of fifty passed by, with chains to their legs, looking very contentedly and *nonchalant*. They were all natives, and one was munching a large pineapple as he dragged his chains along. This is the staple fruit for all classes, and food for many. It is more common and much cheaper than apples, or potatoes, at home, and in moderation is very wholesome and refreshing. Perhaps if indulged in to excess it might bring on dysentery, which, I believe, arises much oftener from atmospheric causes in the tropics than from fruit.

It is a common saying in the East that you can only taste pine-apple in perfection at Singapore, and I found nothing more true; its aroma scents the room most agreeably, its flavour is delicious, and, when cut, it fills the plate with juice. This fruit is generally eaten early in the morning, but is put on the

table at every meal, and is seldom left untouched. It is of a large size, and grows throughout the year all over the adjacent islands, without cultivation, often serving for hedges. In the bazaar one cost a quarter of a cent, or half a farthing. Ships can get them there at a dollar for four hundred; but, when they buy them from boats alongside, one hundred for a dollar is the price.

Before the pine-apple, and esteemed amongst all other fruits in the world as *facilis princeps*, is the "mangosteen," alluded to by the poet, Moore, a fruit peculiar to these parts and Java, being found nowhere else. It is contained in a thick covering of a dark crimson colour, the size and shape of an orange. This being cut open, exposes the fruit, detached from it, about the size of an egg, of the most delicate lily white, semi-transparent, divided into five or six separate quarters, one of which contains a stone, that is not always found.

When the mangosteen is laid open, I think the contrast between the white fruit

embedded in the thick, crimson, fleshy covering is the most strikingly beautiful specimen of the edible vegetable kingdom I have ever seen. Its flavour is equal to its appearance, unlike any other fruit, almost gelatinous, very delicate, and harmless in any quantity. The price is about a dollar a hundred; sometimes they are not so plentiful, and are sent from Malacca and Penang, where they are abundant. The bananas are very fine; guavas, the China orange, and most all other tropical fruits are common. The durian, about the size of a melon, full of seeds and pulp, having the strongest smell of garlic, asafetida, and rotten eggs mixed together, with their taste somewhat modified, is much liked by the natives, and some Europeans fancy it. The smell nearly drove me from table. I tasted it out of curiosity.

Almost all English vegetables thrive here, and are in common use. Turtle is found plentifully among the islands, and is to be had for one penny a pound. As we were to sail at midnight, I had only the afternoon to

drive into the country and to see the jungle in the interior of the island. After following for three miles a fine road, planted on each side with hedges of guavas, I reached Montgomery's sugar plantation, where the process of making sugar was in full operation.

A very pretty stream of limpid water, with thick overhanging foliage, turned a large water-mill that put the whole machinery in motion. The sugar-canes just cut, were brought from the plantation opposite, and put between two powerful iron cylinders which expressed the juice so effectually that, when the canes fell through on the other side, they were as dry as a chip; the juice ran along a pipe into a building close at hand, in which were six coppers with a communication from one to the other. In these it was reduced by evaporation from boiling to to the proper consistence; Chinamen, with large ladles constantly skimming it of impurities, and stirring up the liquid from one copper into the next, they all communicating from one to the other. When it had

undergone sufficient boiling, it was run off by a copper pipe into earthenware pots holding about half-a-hundred weight, which were placed in large numbers under sheds, outside, for the sugar to dry in.

All the men employed here are Chinese, who understand this branch well. On leaving the works, I saw on the main road a fracas between some natives who were endeavouring to seize a Chinaman, and a Malay, holding a kriss in his hand, was rushing in amongst them. They passed on leading one man a prisoner, but I could learn no more about it; neither did I care much to go near a crowd where the far-famed murderous Malay kriss was flourished about in the air.

I heard in the town on my return that it is not at all an uncommon thing there for a Malay to "run a-muck," and quite recently one of these madmen had killed several people in the streets before he was shot down by the police, they having orders to that effect. I told my cabman, a Bengalee, to

drive on another mile, which made him stare, as we were now in the thickest of the jungle, the main road going right through it. He called my attention to a nutmeg-plantation on my right: I alighted, and gathered a few nutmegs. The trees are not large, and are planted at some distance from each other. Adjoining this were fields of sugar-cane, some of which I had just seen used. The betel-nut grew along the roadside very plentifully, and the hedges were full of a pink flower, not unlike the wild rose, giving them a very pretty effect.

We were now upwards of four miles from the town, and the driver said that close by, a few days before, a Chinaman had caught a large tiger by putting a dog in a deep pit and covering it over with grass. The barking of the dog attracted the cautious beast to the spot, and, passing over the snare, he fell in and was shot the next morning at leisure, by some young men from the town whose only chance of tiger-shooting here is in this fashion, the jungle being too thick ever to dream of

going out after them. They are very numerous and ferocious, great "man-eaters," for want of other prey on the island, and the number of people killed by them averages from three to four hundred a year, so that, in many directions, it is not safe to live more than four or five miles from the town, and many have given up their country villas on that account. It is difficult to remedy the evil, as there is a constant supply of tigers from the primeval forests of the peninsula of Malacca and Siam, and they swim across the narrow strait that separates the island from the mainland.*

The tiger does not readily attack men in preference to animals, but once having killed a man, he is extremely dangerous, as he gets a relish for what he finds becomes so easily his prey. Otherwise, a tiger might pass a man without springing at him, provided he be not hungry, attacked, or interfered with. Orang-Outangs, arma-

* A reward of 50 dollars is paid by Government for every tiger killed in the island. This affords to many natives a lucrative occupation.

dillos, porcupines, &c., are common pets in houses. In the jungle, and in the interior, alligators, boas, cobras, with a host of other wild animals, are found, the natives frequently bringing them in for sale. The black panther of Java, so celebrated in Eugene Sue's "Wandering Jew," is also met with here. My cabman was getting anxious, and, not thinking it prudent to drive farther into the interior, I returned, rather late, and had no time to see the Chinese Temple, or Pagoda, said to be very handsome, or the nutmeg-plantation of Dr. Oxley, the finest in the island, containing 5,000 trees.

The residence of the sultan of Johore, who ceded Singapore to the British, and to whom the adjacent kingdom of Johore belongs, is situated near the burying-ground of the Malay princes. Another personage, the ex-rajah of Singapore, called the "Tomogong," which means in Malay, high-admiral, lives near the town. This chief held Singapore under the sultan, and is now

a pensioner of the East India Company, who presented him lately with a sword of honour, for his assistance in putting down piracy in these seas, which rumour does not acquit him of being an entire stranger to.

Having spent the evening at the doctor's, I left him, taking my boa constrictor in a basket down to the wharf, and hiring a Sampan boat, gave it to the man to carry. Passing under a lamp, he detected its contents, dropped it, and ran away as if he had been shot. Not understanding Malay, I couldn't tell him that it was dead; but he gained confidence when he saw me carry it into the boat without any concern. I arrived at midnight on board the "Charlotte Jane," and sailed, a few hours after, regretting sincerely that my stay was so short in this "El Dorado" of the east.

CHAPTER II.

Sail through the Straits of Singapore—Intricate Navigation—Chinese Boat—The Ladrone Islands—The Lema Islands—Harbour of Hong Kong—A Busy Scene—Sampan Boats—Description of the Island—Victoria—The Compadore System—Climate—Robberies—Curious Form of Oath—The Court of Heaven—Chase of a Pirate—Fast Boats to Macao—Dangers of the Passage.

AT three a.m., we weighed, and proceeded through the Straits of Singapore, for China. The opium-clipper, "Rob Roy," from Calcutta, soon followed us. We passed a couple of large Chinese junks, coasting along the island of Bintang, of which Rhio is the capital. The wind failing, we anchored off the Straits of Rhio.

At night, we stood through the narrow channel, called Middle Passage, between the rock of Pedro Branca and the islets of Point Romania. The night was dark, and

the navigation among these small islands extremely intricate; the land was distinctly seen only during the flashes of lightning. The lead was kept going briskly, and the report of the soundings from the hand in the main chains, was listened to with breathless anxiety by the captain and the crew.

In a few hours, we got quite clear of this dangerous channel, and found ourselves safe in the open sea, flying along, with every studding-sail set before the southwest monsoon.

After a pleasant passage of twelve days up the China Sea, being in the immediate neighbourhood of the Ladrões, we descried a Chinese fast-sailing, three-masted boat, bearing down upon us. The chief officer, who had been once attacked in these waters, considered the sail suspicious, and advised that arms should be got in readiness. The Captain said it was more likely to be a pilot-boat from Hong Kong, looking after ships outside, which opinion was soon confirmed

CHAPTER X.

A Passage to Macao—Praya Grande—The Tanka-boat, rowed by Females—Population of Macao—Their Houses—The Market—Some account of the Town—The Grotto of Camoens—Atrocious Murder of the Governor—Chinese Fort taken by the Portuguese—Arms of the Chinese Soldier—The Author returns to Whampoa—Harbour of Hong Kong—A day at Victoria—Voyage down the China Sea—Island of Great Natunas—Crossing the Line—Gaspar Island—Coast of Sumatra—Malay-boat—Supply of Provisions—The Spanish Dollar—Moose Deer and Gennet Cat—The Straits of Sunda—Violent Squall—Intricate Navigation—Providential Escape.

A PASSAGE being offered to me in the “Mermaid,” to Macao, I availed myself of it; after two days tedious beating down the Tigris, against light winds, a fair breeze sprang up in sight of Macao, and the captain, thinking it too good to lose, stood on his course to Bombay, sending me ashore in the pilot’s boat. We had to go a distance

of ten miles against a head-wind and sea, which, beating over the boat, made me consider myself a victim of the fair wind that had caused the ship not to put into Macao, being at the time an invalid, and not prepared to rough it.

The approach to Macao is very beautiful, and said very much to resemble Cadiz. The landing-place on the "Praya Grande," in front of the town, puts me in mind of Hastings, or of some clean English watering-place. The bay is covered with a small boat, called Tanka-boat, rowed by the Tanka girls, a distinct race, who live all their lives in their little craft, plying for hire, and going backwards from the ships to the shore at moderate fares. The only addition to the usual native costume is a coloured cotton handkerchief tied over the head. Some of them are not bad-looking, and all are extremely civil and contented. When a stranger comes down to the beach, a dozen applicants for hire start up from the boats, and their vociferations of "this boat," "best

boat." &c., quite bewilder him, the "*embarras du choix*" being very well exemplified, as the boats and rowers are in every respect alike. Fleets of fishing-boats are at anchor, and either discharging their loads, or preparing to go in search of fresh ones. Amongst these are some whose calling is very doubtful; if fishing does not answer, they can turn their hands to anything, but to the observer, their appearance is harmless and pacific.*

Macao, the most ancient European settlement in China, is situated on a rocky peninsula, in the island of Hean-shang, a barrier-wall and guard-house fixing the limit of the Portuguese territory, the greatest length of which is three miles, and breadth about one mile.

The first settlers occupied this spot in

* A week after I left Macao, as the first lieutenant of the American brig-of-war, "Dolphin," was returning at night, in a Tanka-boat to his ship, he was attacked, when within hail of her, by a pirate junk, carrying thirty men. He gave the alarm on board the "Dolphin," crying out that he was attacked by pirates! The brig immediately sent an armed boat in pursuit, which captured the junk, but most of her crew jumped overboard and were drowned.

1557, not by right of conquest, as is sometimes supposed, but clearly on condition that they pay tribute and ground-rent to the Emperor. The Chinese population are under a mandarin, who levies duties, and rules them entirely. The Portuguese govern themselves. They amount to about 6,000, the garrison 400, most of both being Macao-born Portuguese. The Chinese population is much greater, and live in a separate part of the town: the streets are steep, crooked, and narrow, tolerably well paved, but have a deserted appearance. No carriages or horses can be used, people being carried in sedan chairs. Equestrians and carriages have a good road from the Praya Grande to the "Barrier-gate," called the Parade, which is a very pleasant resort in the evening for the *élite* of the place.

The houses of the better classes are built in the form of a small square, with a yard in the middle: a balcony of stone-work runs all round, which forms a cool walk for the inmates, orange-trees and other fragrant

plants being planted between the pillars, and the whole having an air of comfort and ease unknown in Canton or Hong Kong dwellings.

The Typa is the principal harbour for shipping, but vessels also come into the inner harbour; those in the outer roadstead are much exposed during typhoons. Since the colony of Hong Kong has been established, the commerce of Macao has fallen almost to nothing: the houses formerly occupied by wealthy English merchants, can find no occupiers, and are to be had for a small expense. A few Europeans reside here occasionally for a change—the scenery, climate, and other advantages being much superior to any place in China: but the narrow-sighted policy of the local government drove Englishmen away by their exactions and arbitrary measures, which, having led to the establishing of Hong Kong, they see, when too late, their error, and its ruinous consequences.

The Macao market is well supplied with fish, game, poultry, meat, vegetables, and

fruit at a cheap rate: before things reach an English table, mandarin and "compradore" exactions have divested them of any claim to excessive cheapness, by which the natives only benefit. Priests, and Portuguese ladies, of doubtful beauty and complexion, wearing a mantilla over the head of coloured chintz, are met with in numbers. Stone crosses, convents, monasteries, handsome churches, the governor's house on the Praya Grande are the principal public buildings.

The forts are numerous, and crown all the heights, mounting many guns. I visited the most important, called Fort del Monte, on the top of a high hill in the middle of the town. Most of the guns bore the date of 1622, and appeared more ornamental than useful for modern warfare.

A soldier led me into the quarters of the captain of the guard, where the regimental band was practising. The captain did not speak a word of English, but very politely asked me to sit down, and ordered

the band to discontinue the Portuguese airs, and play "God save the queen!" which they did in very good style.

I found the view from this fort magnificent, and left it impressed with a good idea of the courtesy of a Portuguese commander. One of the most remarkable things in Macao is the Cave, or rather Grotto of Camoens, where that celebrated man wrote the greatest part of the *Lusiade*. It is situated in the middle of an opulent Portuguese domain, taken great care of, and is surmounted with a bust of the poet; the rocks being covered with suitable inscriptions and verses to his memory. The owner of the grounds allows free access to all visitors to the Cave, which is by far the most interesting spot in Macao.

The atrocious murder of Governor Don Jose d' Amaral, a most distinguished and excellent man, took place a few weeks before my arrival there. He was riding out on the parade near the barrier wall, attended by his aid-de-camp, at his usual hour between five and six, when a boy presented some flowers

to him on a bamboo. Whilst in the act of taking them, eight Chinamen rushed upon him with drawn swords, threw him from his horse, cut off his head and right hand, wounded the aid-de-camp, and disappeared immediately with the head and hand, which they carried off in their boat, that had been observed lying near the shore.

Two gentlemen on horseback saw the deed done, but, before they could reach the spot, everything was quiet, and all they found was the bleeding trunk of the unfortunate governor. The city was thrown into the utmost consternation; large rewards were offered for the discovery of the assassins, and, it being known that the Chinese government had offered a sum of money some time back for his head, on account of some pique against him, his rule being more vigorous and determined than they had been accustomed to, there remained little doubt but that Seu, the Viceroy of Canton, was at the bottom of it.

The English frigate, "Amazon," from Hong

Kong, the American corvette, "Plymouth," and French corvette, "La Bayonnaise," arrived quickly at Macao to protect the place, and landed all their crews to parade the streets, under arms. The Portuguese garrison, considering the mandarins as the promoters of the murder of their chief, attacked a Chinese fort outside the barrier, carried it by cannon, and put all the Chinese soldiers, amounting to seventy, to the sword. The mandarin's head was cut off, and paraded through the town.

The Chinese are not a warlike nation, and have no chance against European tactics and discipline. During our last Chinese war, Governor Lin had enlisted about 3,000 men, who were being drilled daily near Canton, in the military exercises of the bow, the spear, and the sword. The latter is of a description peculiar to China, being only eighteen inches long. Each soldier was armed with two of these short and straight swords, worn in one scabbard, and carried one in each hand, which by being knocked

against each other might produce a clangour to *intimidate* the enemy. A short sword might be very useful to them *if* they would come to close quarters, but the noise is more calculated to frighten sparrows than such visitors as they would have to deal with.

Seu, finding things becoming serious, gave out that he had discovered one of the assassins, and caused him to be executed at Canton. The head and hand were to be given back on a day appointed, but were never forthcoming. I saw the body lying in state at the Government-house, and a small square coffin ready to receive the head and hand of the unfortunate Don Jose d' Amaral.

What makes this tragical event more distressing, is that the Governor's time of service expired in a few months, when he was to return to Europe. He was a man of high courage, and extremely popular amongst the better classes, but disliked by the Chinese, on account of the numerous improvements he effected in Macao, contrary to their notions and taste. The ruling

authorities can do nothing with the small force at their disposal, and await the arrival of fresh troops from Goa and from Europe, to avenge his death.*

Having, with the kind assistance of Dr. Watson, and the splendid climate of Macao, recruited my health, I returned to Whampoa by the opposition steamer just arrived from England, which, as far as speed is concerned, has turned out a failure.

The "Charlotte Jane," after being detained six months in China, having completed her cargo of tea, and received her "grand chop," or port-clearance, from the mandarin at Canton, dropped down from Whampoa to the second bar, and anchored off the Bar Pagoda, on the 15th of December, 1849. The next day, we beat down through the Bocca Tigris, Bogue Forts, and Capsingmoon Passage, and cast anchor in the afternoon, in the harbour of Hong Kong.

I landed at Victoria the next morning,

* I have heard, since my return to England, that the head and hand have been given back to the Portuguese authorities of Macao.

and spent the day, which was a very rainy one, with Dr. Hunter, who came on board with me at dusk, that being the last time I intended to set foot upon "Celestial ground." Having shipped a fresh crew, which was our principal object in touching at Hong Kong, we weighed on the 18th, stood out of the harbour with a fair wind, and soon lost sight of the land.

For a whole week, nothing occurred to break up the monotony of the voyage, as we proceeded down the China Sea, until Christmas day, which was celebrated as best it can be at sea, where such things as prize bullocks are not known: sucking-pig, instead of beef, was the most striking deviation from the usual John Bull fare on that occasion. It was of no consequence to me as I was on rice diet all the week, and a long time afterwards. A waterspout passed half-a-mile astern; I did not see it, being unable to go on deck.

The two following days we have the island of "Great Natunas" in sight, distant about six leagues: the day after, we passed the

“ Gap Rock,” “ Tumbelan group,” St. Barbe, and St. Esprit, in sight three leagues west. We crossed the line, and entered the southern hemisphere: no notice is taken of this event, which has occurred so often during the voyage, and is only of importance to novices at sea. We now come in sight of Gaspar Island, and anchor within half-a-mile of it, in twelve fathoms. The next day we pass through Gaspar Straits (Macclesfield Channel); with high land on both sides, thickly-wooded, and the most beautiful foliage, extending down to the water’s edge. The passage through these straits is very narrow, in some parts not more than four miles. Exchanged colours with the French ship, “ Cesar Nicolas,” from Whampoa to Havre.

31st December. Making for the Straits of “ Sunda,” we keep close in to the coast of Sumatra. An eight-oared boat was seen pulling for the ship, which they could not reach until the cross-jack yard was backed to give them a chance. They at last suc-

ceeded in catching a rope thrown over to them. A dozen Malays jumped on board, each speaking some sort of broken English, the object of their visit being to sell stock and vegetables, with which their boat was filled. We got from them three dozen and a half of fowls for three dollars, but could not make any other purchase.

An American ship, the "St. Jago," from China, was getting under weigh some miles a-head: saw the "Brothers" eight miles off, covered with thick jungle. The wind and current are dead against us at the entrance of the Straits.

1st January. We begin the new year with a calm in the Straits of Sunda. A number of boats with latteen mat sails, full of natives, are continually coming off from Anjer Point, Java, and from Hog Point, Sumatra, between which two shores we are now drifting, at a pace well suited to our visitors for transacting business with them. These boats belong to Malays, who live by boarding every ship coming through

the Straits, and are deeply laden with all sorts of stock for sea, the produce of the islands consisting of fowls, turtle, eggs, yams, sweet potatoes, onions, limes, oranges, fresh cocoa-nuts, pine apples, mangosteens, plantains, melons, pummeloes, or shaddock of unusual size and very fine, also the durian, for which I should imagine they have few customers, except among the Lascar and other native crews. Parrots, monkeys, moose-deer, mongoose, tortoises, with a variety of shells and other curiosities, form part of the boat's load.

These gentry are the "hardest bargains" to deal with I ever met, and form a very striking contrast with the "facile" Chinamen we had been living amongst for six months, who will generally take one-third, or half less than the price they first ask, and often give you a "cumshaw,"* besides.

Stock varies in price, according to the number of boats around you, or the scarcity

* Present, or some over.

of ships for a time, causing them to be eager to dispose of their boat's load. We got fowls, not in very good condition, for a dollar a dozen, turtle, half a hundred weight each, one dollar: pine apples, half a dollar a hundred, or in exchange for empty bottles: for these and old clothes and linen, any quantity of delicious fruit can be obtained, half of which spoils at sea before it can be eaten, as there must be limits, even to the amateur of pines and mangosteens, harmless as they are.

The natives are greedy after the Spanish dollar, for which they offer two half-crowns, eight-pence more than it is really worth. They will not receive the China chop-dollars at any price, but will take a jar of China preserved ginger, in lieu of a dollar, which is what it costs. They are not to be done in any way. Each boat has a book, in which captains of ships insert their date of passing, and report themselves "all well," &c., which is interesting to those who come after them. I bought a very pretty "moose-

deer," about the size of a rabbit, that being its full growth, for a dollar, and a black striped Java gennet cat, with a perfect fox-shaped head, for one shilling.

These I intended for the Surrey Zoological Gardens, but my good intentions were soon defeated, by the first animal jumping overboard a few days after, and the second, if he outlives the casualties of a four months' voyage on shipboard, will be fortunate indeed.* A tortoise cost sixpence; shells, two-and-sixpence a-hundred, or less, if small ones; monkeys, a dollar, but they prefer a jar of ginger. Some jet black monkeys were bought by the crew, that being a favourite animal in the forecastle. These men on shore can procure you a live tiger for from five to ten dollars, and other Javanese animals in proportion.

We have a dead beat through the Straits of Sunda, standing close in shore on the Sumatra side, and then tacking across to

* Now in the Surrey Zoological Gardens.

Pulo Thwart-the-way," an island right in mid-channel, having half-a-mile from it, Stroom Rocks, only a few feet above water, and very much like a long boat bottom upwards, ships being able to pass between them and the island.

Each coast has some very elevated peaks amongst the mountainous ridges, forming these extreme points of Java and Sumatra. Almost every part is covered with the thickest jungle, of a dark green aspect at a distance, but, on approaching nearer, one can distinguish a great variety of different trees, of the most beautifully varied and luxuriant foliage, stretching right down into the water, from which some appear to take root.

The low parts of the coast are lined with tall palm-trees, extending in a line as far as the eye can reach. Anjer Town, Java, is a favourite anchorage in the S. W. monsoon, but a lee-shore in the N. E. one, ships then keeping, as we did, the Sumatra coast on board. Crokatoa Island, Pulo Bessy, and

others are in sight. Squalls and calms succeed each other, which require constant shortening and making sail: during the night, without any warning, the ship was struck by a sudden most violent squall, which in a moment carried the jib, flying-jib, and fore top-gallant-sail, clean out of the bolt-ropes, leaving scarcely a vestige of canvass behind: it was soon over, as is usual hereabouts, and new sails were quickly bent.

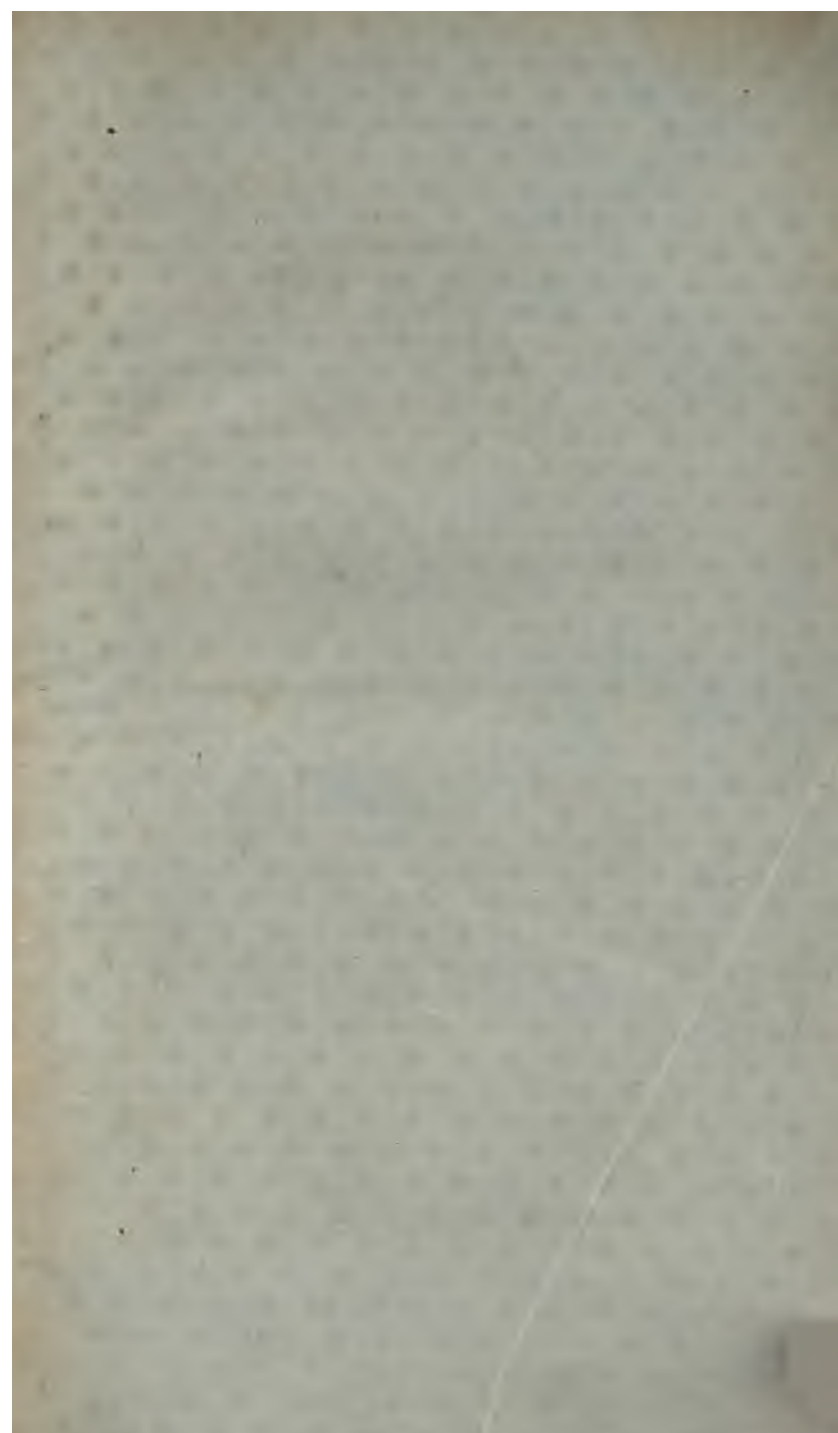
The morning brought much rain and a succession of puffs and light winds as the day before. We attempted to beat through Prince's Strait, a narrow passage, but, with a slant of wind, a safe one, between Prince's Island and Java Head. This, from a combination of circumstances, turned out a most difficult, and afterwards a most dangerous manœuvre. The wind, which just before dark was free enough to enable us, if it stood, to clear the passage in half an hour without making another tack, suddenly became short, the ship's head breaking off four points,

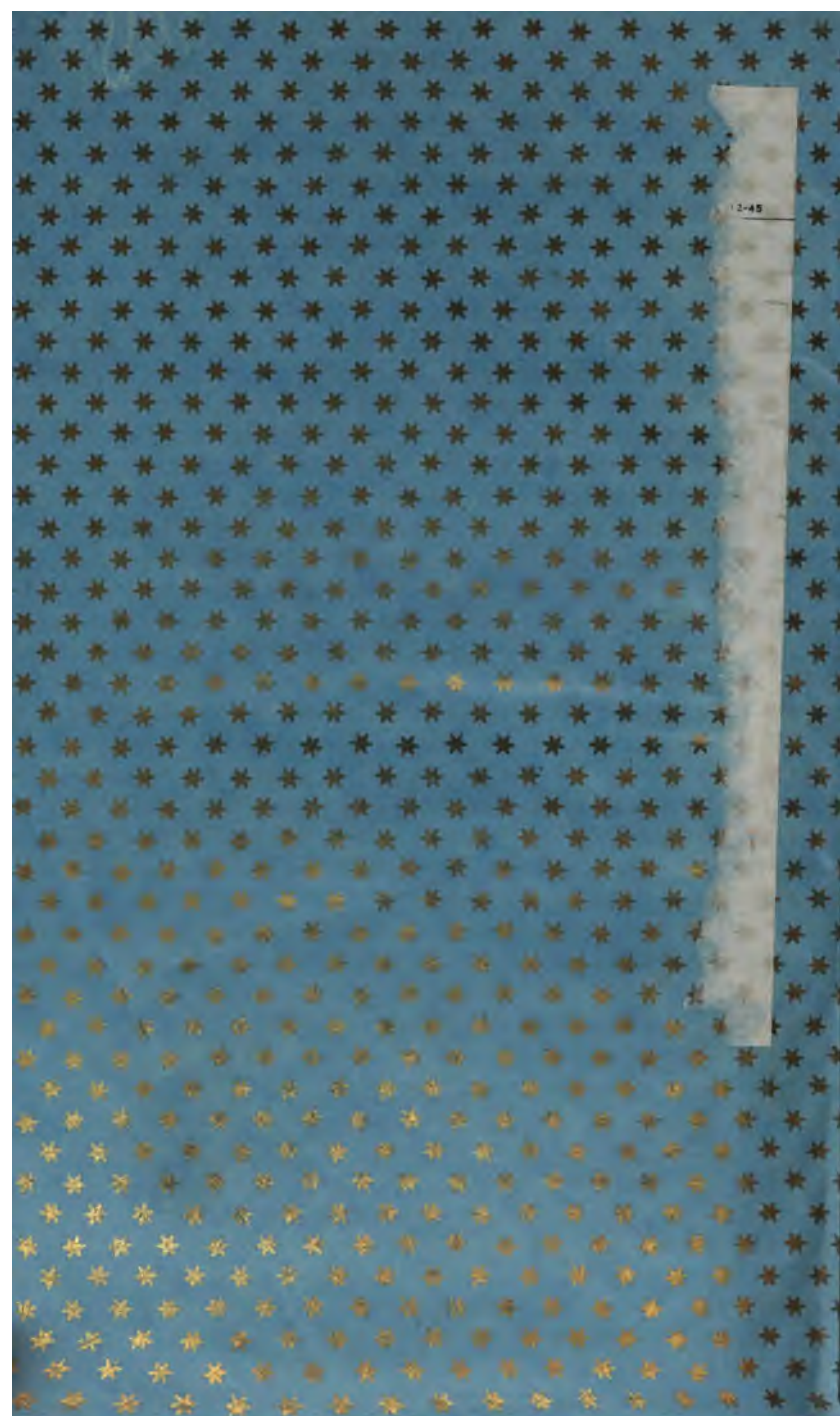
which, with the strong current against us, took away all chance of our getting through, and night overtook us in the narrowest and most intricate part of Prince's Strait.

The frequent sudden "sumatras" prevented the ship half the time carrying any canvass to work through with, and there was no anchorage near, added to which it rained in torrents; brilliant flashes of lightning interrupted the darkness of night, as if to point out the rocks and impending dangers. We were short-handed from a heavy sick list amongst the crew; the rest, during the emergency, did not "work with a will," grumbling at the fatigue, and their small number, which was quite accidental. Once in "going about," within two cable's length of the Carpenter's Rocks, we very nearly missed stays, the wind failing suddenly, the current setting us straight on to them, and a few minutes would have decided our fate, had she not filled in time and stood off on the other tack.

Finding all this not very agreeable or

interesting, particularly to an invalid, I "turned in" early, trusting to Providence, a fine vessel, and skilful captain, to get us out of the dilemma, which fortunate result had taken place by next morning, when, on awaking, I found we had left far behind this "Scylla and Charybdis," and were safely careering along in the Indian ocean, destined to be for the next six weeks the field of our more placid exertions, and soon made us forget the imminent dangers of that night in Prince's Strait, which the captain assured us were far greater than he had ever been placed in at sea during his whole life. Altogether, the "Charlotte Jane" and her inmates stood then a very fair chance of terminating their voyage and earthly career in the vicinity of Java Head.







**Stanford University Libraries
Stanford, California**

Return this book on or before date due.

--	--	--

