

THE
ASIATIC JOURNAL

AND
MONTHLY REGISTER

FOR
BRITISH AND FOREIGN INDIA, CHINA,
AND
AUSTRALASIA.

VOL. II—NEW SERIES.

MAY—AUGUST, 1830.



LONDON:
PARBURY, ALLEN, AND CO.,
LEADENHALL STREET.

1830.

such at Malacca, at the time of its transfer to the British government, are to be considered thenceforward as slaves, lawfully being within the settlement, and as such coming within the intent and meaning of the 13th sect. Act 5 Geo. IV. cap. 113; and

2d. "Whether from the 9th August 1827, being the day on which his Majesty's letters-patent, establishing the present Court of Judicature of Prince of Wales' Island, Singapore, and Malacca, was proclaimed, all persons then within its jurisdiction being slaves, by virtue of any previous laws or enactments, whether British or otherwise, became at once free."

PIRACY.

By late accounts from Malacca, we learn that a Malay chief, said to be the rajah of Johor (but we suppose him only to be a dependant of his), has been taken with a few of his followers in an act of piracy, near Malacca, and that they are now in the common gaol fully committed for trial at the next sessions. The particulars, we understand, are as follow: a small boat laden with fruit was coming along the coast when the chief, in a prow, came upon and seized it, but fortunately not before the crew had effected their escape, by running their boat ashore and hiding themselves in the jungle; in doing which, however, the rajah and his followers attempted to spear them. These people immediately made their way to a neighbouring village, where they luckily found Mr. Lewis, who happened to be there at the time on business, and made known the circumstance to him, who very soon succeeded in securing the rajah and part of his crew, some of them having escaped on the first alarm. The pirate endeavoured to excuse himself by asserting that he was coming to that neighbourhood to purchase provisions, and that he found the boat adrift. His people, being further examined separately, gave different prevaricating accounts of the affair; but the boat and its contents have been identified by the owners as their property, and the above facts sworn to. The prow, in which the chief was taken, has also been identified by other Malays, as having been seized from them and plundered some short time ago. If these circumstances be true, we sincerely hope that a public example will be made of these wretches.

We are happy to learn that government has of late adopted some measures for the suppression of piracy near Malacca, by stationing a few sepoy on Pulo Besar (formerly a noted haunt), which has now been cleared of jungle, and planted, we believe, with coconut trees. There is a talk also, we understand, of instituting another station on the western mouth of Lingie river, where the gun-boat *Tweed* is to be moored with a sufficient force to protect the native

craft that resort thither to take away the tin procured at Lingie, and other adjacent parts. This desirable proposition, we hope, will be carried into effect with as little delay as possible.—*Sing. Chron. Dec. 31.*

Netherlands India.

The government of Java have laid down the following regulations for the prevention of smuggling.

"First. That all square-rigged vessels under foreign colours shall have two European custom-house officers placed on board of them immediately on their anchoring in the roads, who shall remain there during the stay of the vessel; and that the ship-owner, and not the government, shall pay to each officer ten guilders per day, and find them in board and lodging.

"Secondly. That all descriptions of goods, either imported or exported, shall be opened at the custom-house, the number of pieces in each package counted, the length and breadth of each piece measured, and the qualities particularly examined and exactly ascertained."

Bales of woollens, cotton yarn, &c., are cut open, and their contents strewed about the custom-house; cases of long-cloths and muslins are opened, and each piece minutely examined by a swarm of dirty understrappers, and soiled and tumbled about in such a reckless manner that the goods are not only much depreciated in value but rendered nearly unsaleable. After the filthy retinue of coolies employed in this work of destruction have performed their duties, the owner of the goods is left to re-pack them in the best way he can; and any one who knows how piece goods are originally packed must be aware that it is impossible to put them into such a state again as to render them fit for shipping to another port. It is thought that this regulation has been adopted for no other purpose than to annoy the merchants (some of whom had been incautiously boasting that they could smuggle in spite of the government regulations), and to throw every obstacle in the way of trade, on the pretence of preventing smuggling, which must be admitted to be a species of retaliation worthy of so liberal and enlightened a government.

The Dutch authorities, we understand, have also been taking into consideration the propriety of doing away entirely with the duty on the export of coffee, and of preventing the New South Wales vessels from coming to any part of Java for a return cargo to Europe; but they found, on looking over the exports of last year, that upwards of 10,000 tons of Java produce had been shipped on the twenty N. S. Wales vessels which came to Java last sea-