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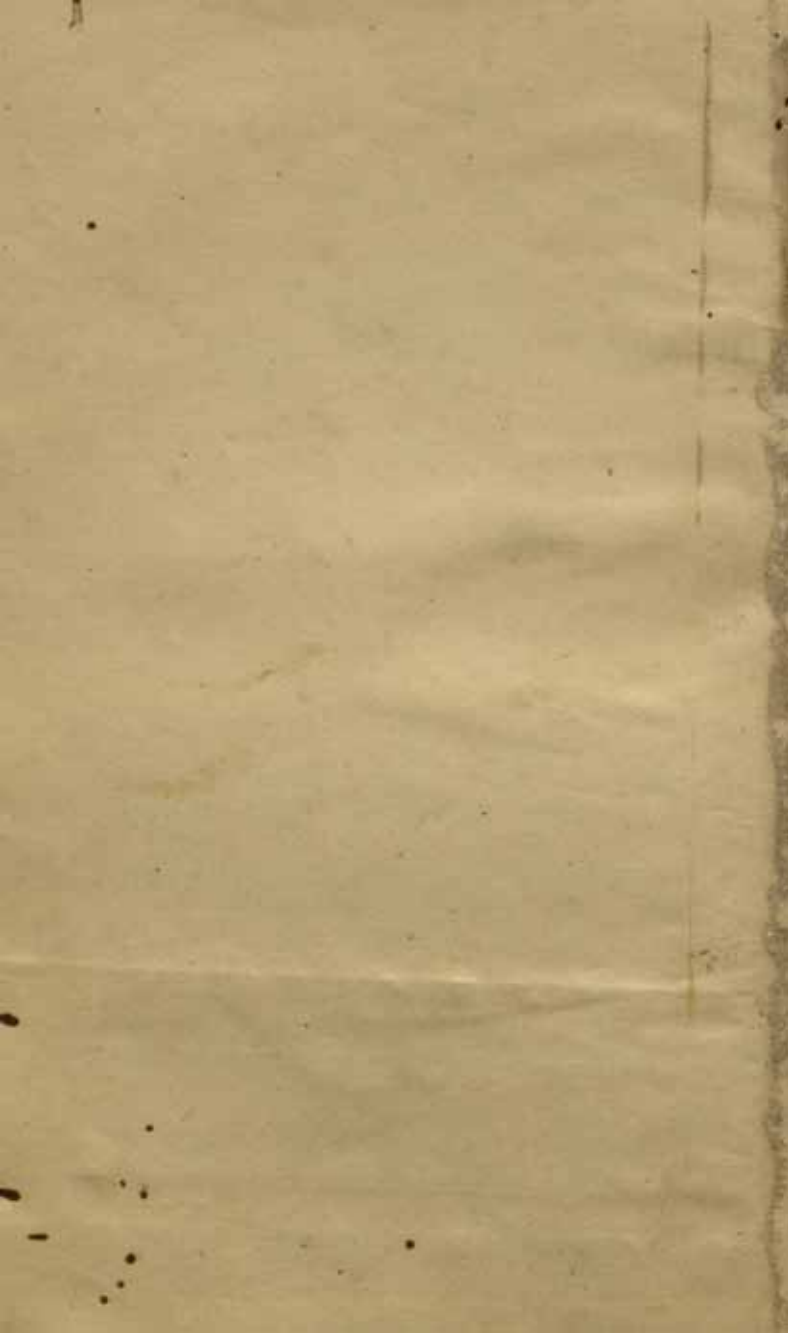
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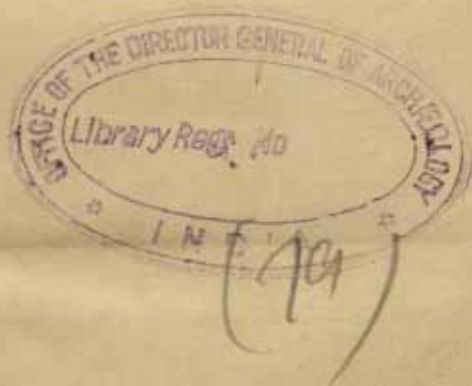
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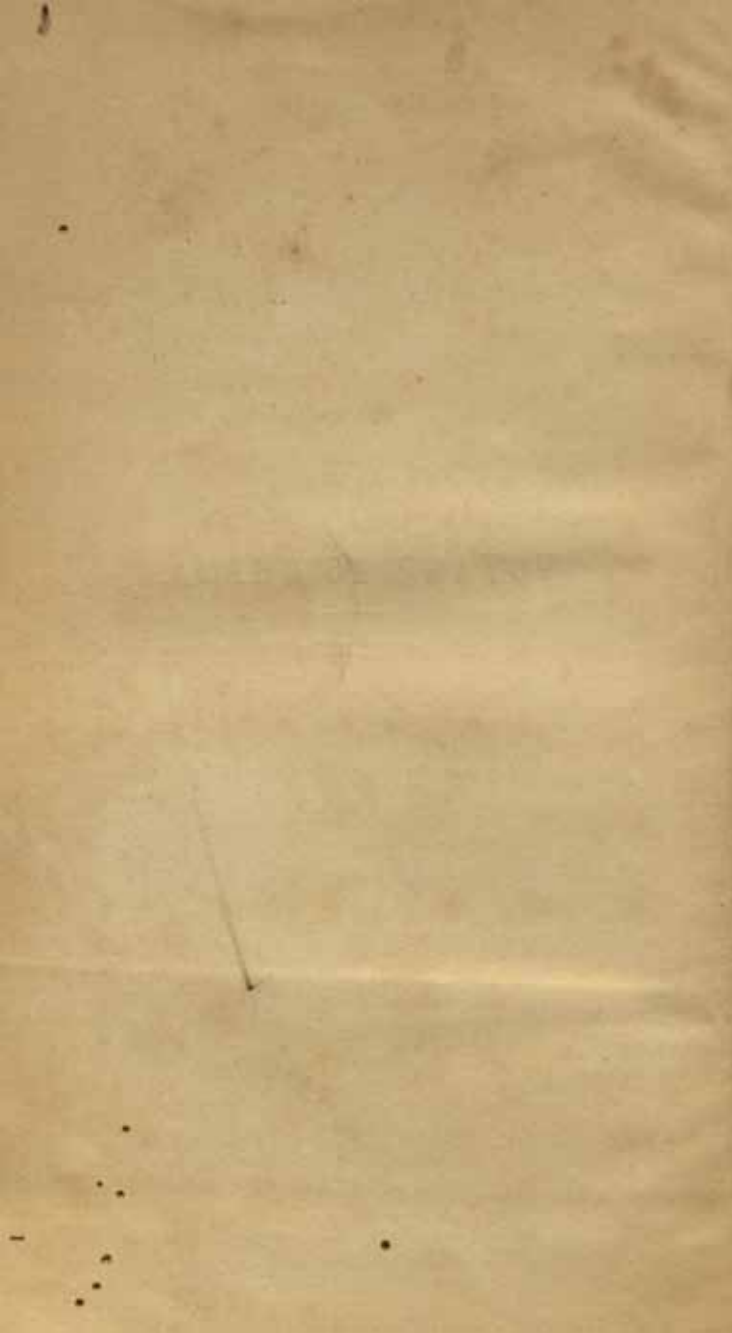




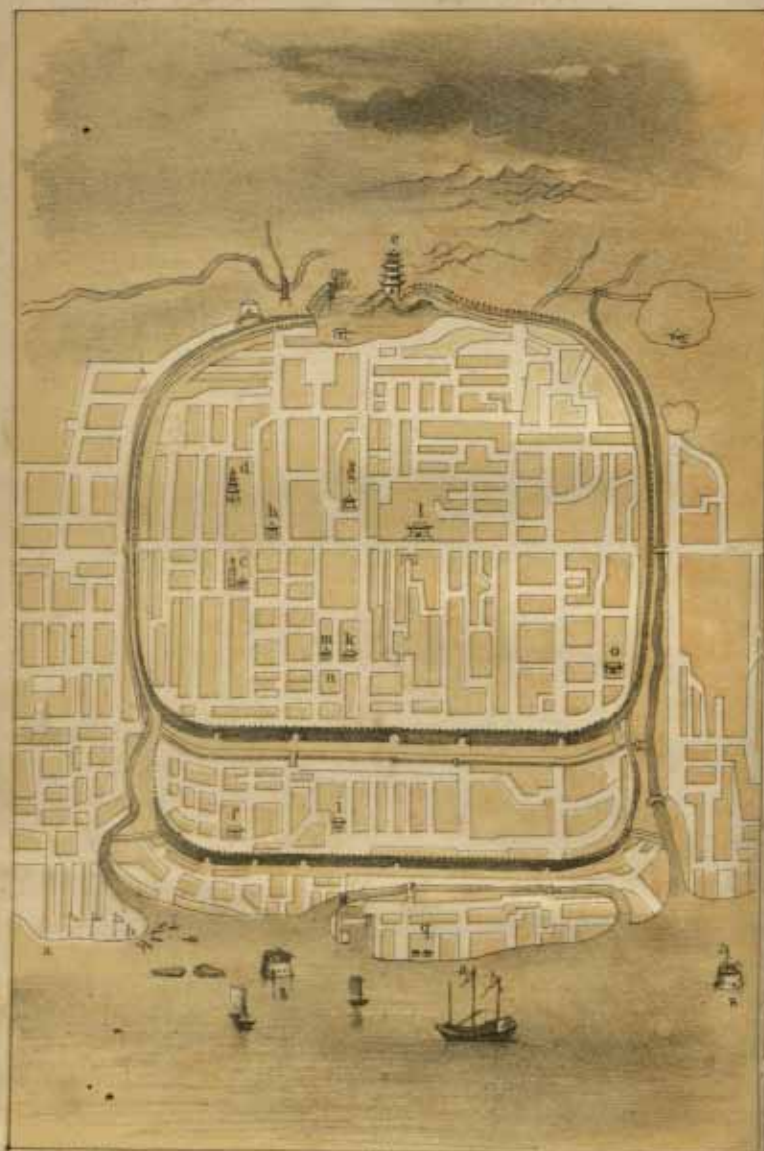
A
VOYAGE TO CHINA.

VOLUME II.









Ch. Street in W. Herbert

Wharves, J.O. Hall, St. Street

PLAN OF CANTON.

From a Sketch by a Native Artist.

W. Herbert, Publisher, 20, St. Mark Lane, Street, 1850.

NOT TO BE ISSUED

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.

14548



BY

DR. BERNCASTLE,

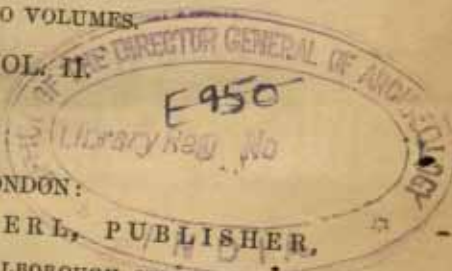
MEMBER OF THE ROYAL COLLEGE OF PHYSICIANS, LONDON.

IN TWO VOLUMES.

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DESCRIPTION OF THE PLAN OF THE CITY AND SUBURBS OF CANTON.

[The fac-simile of one of the best native maps, executed by a native ARTIST, which forms the Frontispiece to the present volume, will afford a tolerable idea of the general plan and outline of the city.]

a a. Mark the situation of the *Choo-keang*, or Pearl River.

A small Fort, called the *French Folly*, stands in the river a short distance from the south-east corner of the city; another Fort, called the *Dutch Folly*, stands further up the river.

b. Points out the situation of the foreign *factories* on the north bank of the river.

c. Marks the locality of the Mahommedan mosque, in the old city, near the western gate.

d. A native Pagoda, north of the mosque.

e. A lofty and conspicuous building, called the five-storied Pagoda.

f. The Governor's House: it stands in the new city, not far from the Yew-lan gate.

g. The Foo-yuen's House, which stands near the centre of the old city.

h. House of the Tseang-keun, or Tartar general, in the old city.

- i. The House of the *Hoppo*, on the south side of the new city, near the Tsing-hae gate.
- k. House of the Heo-yuen, or literary Chancellor of Canton, in the south part of the old city.
- l. House of the Poo-ching sze, or treasurer of the provincial revenue, near the centre of the old city.
- m. House of the Gan-cha-sze, or criminal judge of the province.
- n. House of the Yen-yun-sze, or superintendant of the salt department, near the Kwei-tih gate.
- o. Kung-yuen : a hall for the reception of literary candidates at the regular examinations.
- p. Yuh-ying-tang ; a foundling hospital, on the east of the city.
- q. Teen-tsze ma-taou : the execution ground, without the southern gates, near the river.
- r. The French Folly.
- s. The Dutch Folly.

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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, coconuts, 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 innates, 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 Boaconstrictor, 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 pine-apple 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, asafœtida, 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 Compravadore 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 Ladrones, 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

by some half-a-dozen garrulous Chinamen jumping on board, and offering their services to take the ship into Hong Kong.

On proving that they really were pilots, their services were accepted at once. We passed close to the group of Ladrones, so celebrated to this day for the interminable nests of pirates they contain, and which they have done for centuries past.

We next approached the Lema Islands, also the resort of these desperadoes, who, only a few weeks before our arrival, had been attacked and partly destroyed, by a steam frigate sent from Hong Kong, from which place they are not thirty miles distant.

As the steamer approached them, they opened their fire upon her, and kept it up for some time with great spirit, until they were routed and their vessels destroyed, when many escaped among the neighbouring islands.

On the first of July, 1849, the "Charlotte Jane," after a six weeks' pleasant

passage from Bombay, cast anchor in the harbour of Hong Kong. Our stay there was to be very short, having merely to discharge the chests of opium, which formed part of the cargo, but which detained us five days.

The harbour, several miles in extent, is surrounded on all sides by high hills, with the town of Victoria stretching along the shore on one side, and on the opposite coast, the Chinese town of Cowloon. About twenty merchant-ships were riding at anchor in front of the town, from one quarter to half a mile from the shore. The "Hastings," 74, and two steam frigates, composed the naval force, and, at the further extremity, are anchored the large opium-receiving ships of the principal merchants, looking very much like hulks.

Innumerable Chinese boats, from the stately junk down to the useful sampan, crowd the landing-places, where are also seen a number of "lorchas," a peculiar sort of vessel, from fifty to one hundred tons,

half Portuguese, and half Chinese rig and build. We were immediately, on our arrival, surrounded by a host of sampan boats, rowed and steered by women and children, the whole family generally passing all their lives in their boats. The small fare of sixpence, and a few minutes' rowing and sailing, soon brought me to the wharf, and for the first time I trod upon the ground of the far-famed "Celestial Empire."

The heat was most unbearable, and the streets being wide, with low houses on each side, render the walking out in the sun quite impossible without an umbrella, which most residents have, covered with white cloth. Victoria is within the tropics, about forty miles from Macao, and eighty from Canton. Its extent throughout is between three and four miles, and its extreme breadth is about a quarter of a mile.

Victoria is divided into three districts, east, west, and proper. The first is properly a suburban district, although containing many large mercantile houses, the race-

course, some farms, and the Catholic and Protestant cemeteries. Victoria West is the only part intersected with streets, and having the appearance of a town. The mountainous ridges, on which streets and terraces are formed, rise at a great inclination from the sea; and behind these, at the distance of about half a mile, abruptly towers, to the height of 1,800 feet, the black rocky mountain, at the foot of which the town is built.

Victoria Proper is almost entirely occupied by the garrison and civil government offices. The European and American population does not exceed 400, the Chinese population is estimated at 20,000, including those living on the water; and there are besides 200 Macao-born Portuguese.

The garrison consists of 1,400 men, Europeans and Ceylon Rifles: the police force of 200 men, partly Indians, partly Chinese and English. They are armed with truncheons, cutlasses, or small rifles.

The principal street, called the Queen's Road, extends the whole length of the town.

In it are the principal offices of the merchants, banks, and shops, most of the last kept by Chinamen, but filled with all sorts of European goods. This street terminates in the Chinese town, where a crowded native population, in narrow dirty streets, are the only peculiarities to be met with.

House-rent is very dear at Hong Kong, but living is cheap, the market being well supplied with meat, poultry, game, fish, fruit, and vegetables. The system of every European resident having a "Compradore," or head-steward, to look after his household, and purchase every thing he requires, prevents him from reaping the benefit of low prices, the compradore generally adding a good percentage for himself.

Ignorance of the Chinese language, and the oppressive heat of the climate, are certainly very strong reasons in favour of the "compradore" system, however it may add to the expenses of housekeeping. This official engages all the other servants, superintends them, and holds himself responsible for

their honesty, making good any thing that may be lost, or abstracted by any of them: that is a great advantage.

A few carriages may be seen about the streets, but most people keep a Chinese sedan-chair, carried by two coolies; this is always in readiness before the door, the same as the palanquin and bearers in India. It is astonishing how far two coolies will convey a man, at the rate of four or five miles an hour in the heat of the sun. These chairs are adorned with Chinese blinds and paintings, and have a very pretty appearance.

The summer at Victoria is very sultry and enervating, the thermometer often standing at 90 degrees, in the shade. Sudden gusts from off the mountains give a few minutes' relief to the exhausted European. Ice is to be had at a moderate price, and punkahs are a necessary of life. During the winter months, the sun has power in the day-time, but in the evening, fires are absolutely required, and all the houses have proper fire-places for the purpose.

There are a few pretty rides around the town, but not of any extent. Many equestrians may be seen in the evening, but few venture so far as the interior, or the other side of the island, inhabited entirely by natives, and where, not long since, two officers of the garrison were murdered and robbed in the broad day, by a mob of miscreants, who pleaded, of course, the usual Chinese pretext for such occurrences, that the Fan-quis insulted their women. This, to anybody who has seen anything of China, must appear at once false, because no women are ever seen out of doors but the very commonest of the people, and these are constantly in the habit of mixing with Europeans without reserve. Besides, the character of these two officers was that of steady, quiet men, who were not at all likely to act with any indiscretion towards the natives, whose habits they were well acquainted with; and their gold watches, &c., being taken from them, explains well enough from what motives the crime arose.

Great difficulty has existed at Hong Kong to find a proper form of oath to administer to Chinese in our courts of justice. In Chinese courts of law and judgment, where the character of the people is fully understood, no oath whatever is administered to witnesses. In order, however, to meet the requirements of English law, an attempt has been made to introduce a species of Chinese oath in our various courts.

The first form practised here was the cutting off of a live cock's or fowl's head. A considerable perquisite by this system was afforded to the court-keeper, who unscrupulously devoured the decapitated bodies. A cheaper form of oath consists in breaking a basin into pieces, intending thereby to symbolize how anxious is the swearer, (?) that if he does not tell the truth his body shall be as unceremoniously smashed into its original dust. To those who fancy that they possess no more soul than a piece of potter's ware, this method of swearing is doubtless highly sensible and appropriate,

and it was probably under the impression that the Chinese entertain such feelings that Lord Brougham was induced to countenance this form of oath, when made at an examination in the House of Lords.

The form of oath at present in use is considerably cheaper in practice than either of the foregoing; printed forms on sheets of yellow paper, about eight inches by six, are kept at hand by the interpreters. If the witness can write, he fills in the blanks himself, or the interpreter will do it for him, to the effect that "so and so" is now in court for "such and such a purpose," that he will "speak the truth, the whole truth, and nothing but the truth," without fear or prevarication. But, instead of finishing by asking his God (his gods, or his ancestors) to help him in his resolve, *à l'Anglaise*, the form finishes by simply stating that the "divine heaven," or, as the Chinese understand it, "court of heaven," "witnesses this attestation." * * *

The paper, when filled in and read over to

the swearer, is then burned by the flame of a lamp. The particular "gods many and lords many" who constitute the said court of heaven it is presumed vary in idea, according to the theocratic knowledge of the swearer, but as it is a notorious fact that if after days of incessant worship, a god, or idol, takes no (fancied) notice of his Chinese worshipper's application, then he, the said idol, is remorselessly battered and burned, *sans cérémonie*. It only follows, as a natural consequence, that the supposed powers of each god being of a doubtful nature, the whole court as a body obtain in anticipation only a small degree of respect, or fear, and whole reams of oath-paper may be burned without adding the slightest value to any evidence.

This form of oath, but on an extended scale, is said, however, to be practised in temples at Nankin, and it appears that there are many educated Chinese who would not tell an untruth after burning the paper, but that the bulk of those who do so care little for the obligation it is desirous should be

obtained; and, as a general axiom, the custom may be looked upon as useless. In Chinese courts, the truth (?) is elicited only by squeezing (torturing), and by the infliction of the bamboo.

Piracy is not of unfrequent occurrence, even in the harbour, within musket-shot of our men of war. A few months before I left China, a Ladrone pirate sailed into the harbour during a dark night, boarded a large junk, at anchor, battened down the hatches with the crew beneath, and, cutting the cable, towed her out to sea.

The alarm was given to the guard-ship by one of the junk's crew who had swum ashore, and brought information to the police. The "Amazon" frigate immediately manned and armed two boats, with marines, to go in pursuit of the pirate, which they could not come up with near enough for their fire to take effect, and they returned after a long chase into port.

Every day fast-boats sail from Hong Kong to Macao, a distance of forty miles, and

there being no steamer for several days, I determined upon going across in a fast-boat, where there is a separate cabin for any European, the natives all living together. But the danger of pirates attacking these boats was so great, that I was dissuaded from going at all.

The chances of being attacked when there is a European on board are almost certain, as the pirates find it out by their spies on land, and the natives seldom travelling with much money or valuables, are not so likely to be molested. There is seldom a week without some attack taking place upon fishing-boats, or passage-boats, in these waters. The numerous islands, creeks, and bays are most favourable for the hiding-places of these rovers, who, "hydra-headed," appear again as fast as they are destroyed.

The unhealthy reputation which Hong-Kong had so justly acquired during the first years of our occupation, when the troops were so reduced by fever that they were obliged to be removed on board the ships in

harbour, as the only means of saving those who remained, has now undergone an entire change. Proper drainage has been attended to, nuisances causing malaria have been removed by fresh police regulations, and the barracks and residences of the settlers, rendered more healthy than they were at an earlier period, when the neglect of these things engendered endemic fever, of the most rapid and fatal kind. Advices just received, however, state the mortality among our soldiers quartered there to have been recently very great, owing, doubtless, to the unhealthy situation of the barracks, usually the case in the East. The general health of Hong Kong being good, whilst such a fearful mortality is decimating our European troops in their barracks, clearly proves the cause to be *endemic*, and easily remedied by removing the *fons et origo mali*. But so long as Government will not consult medical authorities in the choice of locality for barracks and other public buildings intended for the reception of large bodies of men, either

at home or abroad, so long will such blunders as we see in the present case be constantly committed, the expense the country is put to by the loss of English soldiers in the East being a minor evil, when compared with the reckless, unnecessary sacrifice of human life.

At present, the climate of Victoria is found to be not more unwholesome than other stations in the same range of latitude. The winds, for nearly three-fourths of the year, prevail from the eastward, veering northerly in the latter and former parts. It is during the latter part only of the southwest monsoon that the southerly and westerly breezes are of any consequence. A frost in Victoria is an especial curiosity, and snow has not yet been seen.

The driest months of the year are December, January, and February. In March, heavy rains are generally experienced, of which there is a partial cessation in the following month; but the rainy seasons are very uncertain and irregular, scarcely two years together being alike as to their

commencement and duration. The month of August is, however, regularly the wettest of the whole.

The thermometer sometimes rises in the shade to 90 degrees of Fahrenheit, very rarely to 93 degrees. But the average summer heat is from 78 to 88 degrees. The month of July, of which I had a specimen, is the hottest and most trying of all. In the winter season, the thermometer is seldom lower than 53 degrees, with a continuation of northerly winds. It sometimes falls during the night to 45 degrees, but remaining so only for a few hours, and probably succeeded on the following noon by a temperature of 85 degrees.

The principal causes of sickness in Victoria, are such as would be incidental in India, or any place within the influence of those enervating effects which tropical climates produce upon the nervous system of Europeans, and which render the body more than ordinarily susceptible of disease. To persons of weakly constitution, the sudden fluctuations of climate just alluded to, ought

to be well guarded against. Flannel worn next to the skin, a generous diet, and the moderate use of stimulants, are the best preservatives.

In the summer months, exposure without exercise to the direct rays of the sun, has a very injurious effect. With exercise, and the head well protected, the danger is not so great. The sickly character which this new settlement had earned for itself, originated from causes which in Victoria are now nearly eradicated.

The great cause of sickness, in the early period of our occupation, arose from a residence in badly-built houses, with floors barely removed from the damp earth; oftentimes within the influence of the miasma arising from marshes, or the noxious gases of newly turned-up earth.

The churches, post-office, barracks, and other public buildings, are very creditable. The club-house is on an extensive scale, and, being open to visitors, with a proper introduction, is perhaps the cause of the little

want of hotels in Victoria; the only one in the town having generally a deserted appearance. Boating is a favourite amusement. An annual regatta and ball are held,—most people attending and entering boats.

The principal Canton merchants have a house and offices at Hong Kong, causing a double expense of servants, clerks, rent, &c., without adequate commercial advantages; this settlement not having succeeded as it was anticipated, in drawing towards it the principal trade and native merchants from Canton, which is still as much as ever the emporium of commerce to Southern China. Many merchants think seriously of residing either at one place or the other, and for business purposes the factories have certainly many advantages over Hong Kong. An opposition steamer runs two or three times a week from Victoria to Canton, performing the distance of eighty miles in ten or twelve hours, often calling at Macao, both on going and returning. The fare is eight dollars; with a good table at fixed prices. A passage

by the steamer is the only safe way of performing the voyage. Sailing-boats take passengers for two dollars; but they may be two days, and are liable to attacks. A post-boat, pulled by thirty men, carries the mail every day at a rapid pace.

There is a monthly steam communication between China and England by the line of steamers, viâ Suez, the average time required being fifty-five days. English money, rupees, and Spanish dollars are all current here, this last being generally estimated at four shillings. Amongst the natives, Chinese *cash** is also in circulation. Chinese fancy articles are dearer than at Canton, where there is also a greater choice. In passing through a gentleman's flower-garden in front of his house, I saw a greater number of beautiful large butterflies, flying about from

* The only coin made by the Chinese, composed of tuten-ag and copper, 100 of which are equal to one tael. They call it *Le*. It has a square hole in the centre for the convenience of being strung on a twine, and is cast, not struck with a die. It is a great article of commerce, shiploads of *cash* being exported to the different islands of the Eastern Archipelago.

flower to flower, that I have since met with during all my stay in China.

Snakes are sometimes found ; but there does not appear to be any wild animals on the island. Hong Kong is a dull place for a stranger to remain in more than a few days, being neither Chinese nor English, but a strange admixture of both with a strong tinge of Malays and Portuguese. I was not sorry to find, on the sixth day after our arrival, that a pilot had come on board to take us up to Whampoa. Having weighed anchor at eleven with a fine breeze, we stood out of the harbour.

Canton, Whampoa, Hong Kong, and Macao, are the only places which the visitor to southern China can possibly have access to. Of these, Canton, the capital, and Whampoa, the port of Canton, belong to the Chinese, Hong Kong to the British, and Macao to the Portuguese. Each of these places differing entirely in features, inhabitants, laws, government, and customs, from each other, must, of course, be objects of great interest to

the temporary resident in China. They are all easily reached in a day by means of the steamers running at stated times, which is the only safe way of travelling in this country, the classic ground of piracy.

Numerous fast-sailing country-boats ply between all the ports at much less fares, but no European, who has any regard for his life, should venture by them, as the very fact of his being a passenger, often causes them to be attacked and plundered.

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CHAPTER III.

Excursion from Victoria to Whampoa—The River Tigris—Chow-chow water—Anson's Bay—The Bogus Forts—Permission to pass them—The Bar Pagoda—Whampoa Reach—Chops, or River Residences—Ships of Various Nations—Aquatic Society—Bamboo and New Towns—Variety of Trades—Situation of Bamboo Town—Public Billiard-Table—Oriental Hospitality—Amoon's Dry Dock—The Reverend Mr. Lomas—French Island—Murdered Englishmen—Extensive Paddy-fields—Malaria—The Whampoa Boatmen—The Boats described—Danger of Pirates—Definition of Chinese Words—Fanqui, or Foreign Devil.

THE excursion from Victoria to Whampoa is extremely interesting. The entrance to the river Tigris, or Pearl river, is some fifteen miles broad, with high hills on each side, and innumerable bays and creeks, with a few fishermen's huts, and their boats at anchor near the shore. We pass by the island of Lintin, notorious in the annals of opium-smuggling as the great rendezvous of the opium ships.

We were sailing with all studding-sails

set at the rate of ten knots an hour, when suddenly the ship lost steerage-way, and was turned almost round, to the great alarm of the pilot, who ordered the men to let go the anchor. This was all occasioned by being caught in "Chowchow" water, a phenomenon peculiar to this river, caused by strong eddies arising from the numerous islands and counter-currents, the force of which may be well imagined, when a ship going ten knots with a strong breeze, is unable to steer, and runs the risk of being driven on shore. The order of the pilot was not obeyed; and, after some time, we resumed our course.

On the right, is Anson's Bay, called after that celebrated commander, whose ship, the *Centurion*, anchored there. A large fleet of war-junks was lying there, without any very fixed object in view, as I saw them for months at the same place, at a time when the river and coast were so infested with pirates that nobody could venture in any thing but a steamer.

We soon came in sight of the Bocca Tigris and celebrated Bogue Forts. Here the river suddenly becomes narrower, being about two miles across. Tiger Island is on the left, and on both sides the hills are covered with forts, "*à-la-Chinoise*," which consist of a thick granite wall, not very high, with enormous loop-holes for the cannon, that are generally hidden from view by two folding-doors.

These fortifications follow the irregularities of the hills on which they are built, and seem to be kept in good order; but not a soldier is ever seen near them; no flags nor other insignia of war would lead one to suppose that they are occupied.

A Mandarin lives on shore at this spot, and all ships must send a boat for the "*chop*," or permit, to pass the forts, which is always granted. This document, in Chinese, gives a description of the ship, and has a very official appearance. The sides of the river now assume a more cultivated aspect. Extensive plantations of sugar-cane, paddy-fields,

and fruit trees, with villages interspersed, meet the eye, and the landscape improves as you advance towards the Bar Pagoda, a beautiful pillar on the hills opposite the second bar. This pagoda, more than 120 feet high, is very similar to the other two between Whampoa and Canton. Large ships are obliged to anchor here, as they can only cross the bar at the top of the tide.

A few miles beyond this is the first bar, which being got over, the vessel soon arrives in Whampoa reach, a broad part of the river, with excellent anchorage, at least three miles in extent. This is the port of Canton, no vessels being allowed to go beyond it, excepting native craft, and a few European small coasters.

Before the war, and in the Company's time, Whampoa was the only place in China where ships could load; and, when the fleet was there at anchor, was rather a gay place. At present, no European is allowed to live on shore, but all the resident English and Americans reside in a "chop," which is like

the hull of a small vessel, with rooms in its centre space, and a platform above for the inmates to enjoy the cool air. The servants live in the head, where the kitchen and other offices are situated. These "chops" are strongly moored, and painted white and green very tastily, each having the indispensable appendage of a four-oared gig alongside the steps, and a Chinese crew lying about, generally asleep, but ready at a moment's call.

A residence in a large chop is perhaps preferable to a house in this hot country, there being generally a light air on the water, and the security from thieves is also an advantage. Several medical men, ship-chandlers, the Consular Agent, who is the chief magistrate, and others, reside in "chops."

From fifty to eighty ships are to be found at anchor in the reach, most of them English, next American, and Dutch, with a few French, Hamburgh, or Prussian. Their stay is from one to three months, to complete their cargoes, there being a constant succession of ships leaving and fresh arri-

vals. Opium-clippers from the coast are here at all times of the year. During the winter months, the amount of shipping decreases considerably. The society of Whampoa is exclusively of an aquatic character, being confined to the visiting amongst the shipping and "chops," but it is not the less agreeable: an English brig-of-war and a war-steamer, also an American man-of-war are stationed here. The gentlemen of Canton frequently spend the Sunday amongst their shipping acquaintances, or when they wish for a little change of air and scenery from the crowded and sultry factories.

The town of Whampoa is built on both sides of the river: that on the left as you ascend, called Bamboo Town, is by far the more ancient of the two. Higher up, on the opposite side, is New Town, much better built, and, beyond that, on the same side, is Whampoa Proper, being the original Chinese village. This extends inland to the Native Town, where it is not safe for Europeans to venture. Bamboo Town, so called from its

being built on the water, the houses having for their foundation merely bamboos driven into the river, which runs underneath each, extends parallel with the water side about a mile and a half. The town is composed of one narrow main street, paved with granite, and shops on both sides for supplying Europeans with every thing. Carpenters, trunk-makers, dealers in fancy goods, painters, tailors, and shoemakers, are the most numerous. Fruit shops, and shops for baked meats and poultry, eaten by the Chinese, emit an odour not very pleasant.

The street, not more than five feet wide, is crowded with almost naked coolies and mechanics, who are constantly jostling against you; the shopkeepers, standing at their doors, invite you in, or speak in a friendly way, many having as sign-boards some English name, as Good Tom, Old Jack, &c., to entice people to enter. With the exception of trunks and carpenter's work, things are dearer and inferior to the Canton market.

Bamboo Town is situated on Dane's Island, where there are some pleasant promenades, and the people all over it are so accustomed to Europeans, that it is the only place where they can walk with safety. Sailors at Whampoa are not allowed to go on shore at all, to avoid any quarrel, or collision, with Chinamen, which, when they become intoxicated with "Sam-shu," a native liquor, distilled from rice, is sure to happen.

A little farther up, on the same side, is a public billiard-table and bowling-ground, kept by Chinamen. The marker is very expert, but the table is not true, and the light at night deficient. With all this the prices are too high. The boatmen call it the "play-house," which is not very inappropriate, it being the only place of diversion for the aquatic residents here. At night, a little fleet of sampans may be seen waiting at the stairs for their respective owners.

New Town, situated on the opposite side, about a mile higher up, is a much better built place, but not near so bustling or Chinese.

looking as Bamboo Town. Here also the row of houses facing the water are built upon high bamboos over the river, to avoid ground-rent. Most of the washer-women and compradores live here.

Walking in the town is safe, but no further. All those people getting their living by serving us, are uncommonly civil, ask us in to take tea and sweetmeats, and it is the custom for captains and their friends to call on the "compradore" to tiffen, or take wine.

Many of these residents have a nice room, with an English table and chairs, are always glad to see you, and get fried ham and eggs, roast pigeons, teal, or snipes ready in a few minutes, and put port wine, claret, or brandy on the table in decanters, all gratuitously, and with the greatest ease and affability of manner.

Above New Town is Amoon's dry dock, where ships can undergo repairs to any extent, at a fair price. Boats and small schooners are built there, and a commodious Bethel ship, built by a general subscription

amongst the shipping and Canton merchants, will soon be launched. At present, service is performed by the Revd. Mr. Lomas, on Sunday mornings, in ships that are willing to "rig a church," of which due notice is sent round to the fleet. I formed one of his congregation frequently, and never heard so superior a man on board ship in any country.

Opposite New Town is French Island, upon some parts of which it is safe to walk, and the view from the hill on the border of the river is extremely beautiful, extending nearly as far as Canton. This island is the burying-ground of Europeans from time immemorial, as the numerous monuments erected to the old East India Company's officers who have died in China, prove. All Europeans dying in Canton, must be interred here, according to the last treaty. Dane's Island is the burying-place for sailors, or those who cannot afford to pay for the ground.

The unfinished tombs of the five unfor-

tunate gentlemen murdered with great barbarity three years ago, whilst walking quietly in the country, a few miles above Canton, is the most remarkable object here. Why these tombs are still left in an unfinished state, it is not easy to explain. The number of deaths from drowning in the river almost equals all the others. The Parsees and other Hindoos must also be buried here.

Below Whampoa, the river branches off into two distinct wide channels, the other branch being called Blenheim Reach. Nearly all the "country ships" from Bombay and Calcutta lie here, and some English ships prefer it as being more quiet, few native craft passing through it, and it is considered more healthy, the river-sides being free from paddy-fields. These paddy-fields on each side of Whampoa Reach render ague very prevalent amongst the residents, at the seasons when the paddy is cut, the decomposition of the vegetable "*débris*" proving a fertile source of malaria. On board the ships,

few escape an attack, but it is generally of a mild form, and quickly yields to quinine, taking care to avoid the effects of the night-air, which also causes dysentery and fevers.

I only saw one case of Asiatic cholera, but heard of a few others which had proved fatal. By avoiding too much exposure to the sun and night air, I consider Whampoa, with the exception of its peculiar endemic, ague, a tolerably healthy place for Europeans, and this is proved by the settlers there. The natives appear to be a strong, well-conditioned people, but a great number are deeply marked with the small-pox; to these, the significant sobriquet of "chop-dollar" face is given.

The Whampoa boatmen, or sampan men, are a distinct race, living all their lives on the water, in their sampans. They are generally married, and have families, every member of which is of use in the boat. The wife steers with the long steer oar; if she has an infant, it is tied to her back with cloths during the entire day. The husband, sons, and daughters, all sit in the bows, on

little stools, about four inches high, and pull from two to four oars, according to the price paid. Little children, unable to pull, play about in the stern sheets, with a large painted gourd tied to their backs, as a life-buoy, in case of their falling overboard.

The boat, built of pine, is divided into three parts: the middle is set apart for the hirer, where he can stretch himself out on pillows, or have a nice back seat to recline against, with lockers on each side. Behind is the "joss" house, for the gods and religious rites. The stern is occupied by the family: the rowers all are in the bows. Three separate bamboo-coverings, sliding one over the other, enable you to cover, entirely or partially, the boat, as may be required, to keep out the sun or rain. There are Venetian blinds on each side, and, at night, a level planking can be laid down over all, to sleep on.

These boats carry two or three masts, with a latteen mat sail to each, and then a rudder is shipped, instead of the steer oar.

Every boat has half-a-dozen long bamboo spears along the gunwale, and a couple of old English muskets, always loaded, besides a box full of heavy stones, for defence against Ladrones, who infest this river, and often attack boats in the open day.

At night, many sampans will not venture from one reach to the other. The pirates carry off the wives or daughters of the boatman, or plunder him of all he possesses. Each ship is required to employ a sampan, which remains constantly alongside, and is always ready at a moment's notice. The charge is ten dollars a month for a crew of four, who find themselves: for each trip to Canton, they receive an extra dollar. These men are honest, very civil and obliging, have great intelligence, and one or two of the crew speak Chinese English, which is peculiar to this river, and very amusing to new comers.

Many Portuguese words are Anglicized, and, with this sort of jargon, all intercourse between Englishmen and the natives takes place. For instance, the Chinese, not being

able to pronounce the word "business," call it "bigeon," which has degenerated into "pigeon," so that this word is in constant use amongst them. A Chinaman will tell you, "it is not my pigeon:"—I no savez that "pigeon!"—"I made no good pigeon."—"What pigeon you want done?" &c. The word "savez" is invariably used for "know,"—"masqui" for "never mind,"—"catch" for obtain, get, or procure: as, "I no can catchee any fruit, or coals." "Can catch" means "I can get you some."—"can" and "no can," without the pronoun, are in constant use. "Chin-chin," a Chinese word for how do you do, is often used, even by Europeans, who, in sending a message, say, "give my chin-chin to Mr. So-and-So," &c.

Every boatman is called "Sam," never by his own name. "Chow-chow," the Chinese for food, or meals, is in common use. As in this phrase:—"Sam, when you have catchee chow-chow, I want you chop-chop" (quickly). This double form of word, in the Chinese language, occurs often, as "man-man, stop!" &c. "Wylow,"

"begone," and "quisi" man, meaning robber, pirate, or bad man, are terms they do not like applied to them. Some few have acquired a tolerable facility of speaking English, but preserve the above-named style of idioms. The term "fan-qui," which means literally, "foreign devil," I have been assured by intelligent Chinese, is not always applied to Europeans with a bad intention, that word signifying stranger, or foreigner, also.

But I can scarcely give credit to this information, since every Chinese mother, as I have elsewhere been informed, in order to inspire terror into a naughty child, has only to threaten to give him, or her, as the case may be, to the "Fanqui," when the little "Celestial," in dread of so awful a fate as that of being delivered over to "the White Devil,"—instantly becomes quiet and submissive, and clings to her in fear and trembling. In the streets of Canton, I have been more than once saluted with the sot-fanqui, or "kill the foreign devil:" then there is no mistaking the sense it is used in.

CHAPTER IV.

Infinity of Boats on the Pearl river—Nature of their Cargoes—The Idol Joss—Esang, or Doctor—The Kitchen on Board, and other Appointments—Pirates' Junks—The Mandarin-Boat described—Attack on the May-Flower Cutter—The Owner badly wounded—No Steps taken by the British Government to Punish the Perpetrators—Traffic in Opium—Passage-boats to Hong-Kong, Macao, Canton—Diversified River Scene—Order on the Canton River—The Duck-boat—Whampoa Washerwomen—Their Interesting Appearance—Their Gratitude to their Customers—Trading with the Sailors—Prices of the various Articles of Dress—Samshu, an intoxicating Liquor—Bathing in China—Instructions given by the Consul to Masters of British Merchant Vessels arriving at Whampoa.

PROBABLY no river in the world offers such an endless variety of boats, of all shapes and sizes, as the Pearl river, and watching them pass constantly up and down is the most interesting sight, of which the resident at Whampoa never tires. The enormous junk of one thousand tons and

upwards must anchor here, to be squeezed by Mandarins for import duties. I often went on board to visit them, as they just arrived from Siam, Cochin-China, Java, and other islands.

The decks are encumbered with tigers'-skins, tigers'-bones, deer-horns, parrots, *ava-devats*, *bêche-de-mer*, sharks'-fins, elephants'-teeth, and all sorts of produce suited to the Chinese. The smell of skins and bones, from animals recently killed, is very strong.

In the state-cabin, the Idol Joss is seated, with gilt ornaments and lamps burning all around. About the after part are a number of little cabins, more like closets, in many of which a fat Chinaman is generally fast asleep, the place being just big enough to hold him. The crew number from thirty to forty strong-looking men, with no clothing but the coarse wide nankeen trowsers, tied round at the hips. They are all very civil, and, on learning that I was an "Esang," or doctor, some with slight wounds, covered with a dark ointment, often came to consult me; I

generally ordered them to continue the applications as before, which I have always found they will do, even if I supplied them with any proper remedies. They will consult you, but have no faith in any but their own "Esangs," who are as ignorant of surgery as it is possible to be.

The kitchen forms a principal item in all Chinese vessels; many men appear constantly devoted to this department, and numbers of dishes are always in preparation. They carry many guns from six to twelve pounders, always ready loaded. Large heavy spears of all sorts and shapes, are carefully placed around the masts and along the bulwarks and stern, ready for immediate use against the swarms of pirates who infest these seas and rivers. After the captain, all the men seem equal; and, when the captain is ashore, there is no difference amongst the crew. I have heard that most of them have a share in the adventure.

I have seen the Chinese Junk in London, but it has nothing like the interesting

appearance of a genuine loaded one, just arriving in port with its cargo and crew, all "*au naturel*."

There are many much smaller, such as the salt junks, generally having two masts, and those employed on short coasting voyages. The pirate-junks, being in all respects like these, go up and down the rivers continually, unmolested and undetected. They carry a number of guns, which, like the real trading junks, they say of course are to protect themselves against pirates, and who can tell the difference?

The Mandarin-boat, or "Smug-boat," as it is often called by the natives, is perhaps the most elegant thing that floats. Varying from one hundred to one hundred and fifty feet in length, and about fifteen in breadth, with a narrow blue or red border over the yellow wood it is built of; it is manned by from fifty to eighty rowers, thirty on each side being very common. These reach from the stern right up to the stem, and generally pull a very easy, leisurely stroke. They are

naked, with the exception of the wide trousers, and sometimes wear painted bamboo-pointed hats, which are generally piled up on deck.

The Mandarin-boats have three masts, on each of which is an enormous mat sail, cut like a butterfly's wing, the whole being beautifully clean and neat. When the mandarin is on board, this sail is decorated with numerous flags of a triangular shape. These boats are heavily armed, carrying a great gun in the bows, and several on each side, besides gingals, a sort of blunderbuss, fixed all along the gunwales; spears, swords, &c. are placed in every direction, and the sides have often a row of large bamboo shields reaching fore and aft.

Most of them carry from seventy to one hundred men. Two or more are constantly employed in striking the gongs on the stern, to salute other boats, or in honour of the Joss, at different times of the day, when crackers are also let off. Every morning and evening the noise from the gongs and all the

crackers discharged from the various craft on the river is quite deafening.

The occupation of the mandarin-boat is rather contradictory. Intended for the chase of smugglers, it is most frequently employed at nothing else for its noble owner: opium, tea, sugar, and silk, are the articles they most frequently carry to evade the duties they are designed to collect. They are also intended to put down piracy, but are oftener found to connive at that calling themselves.

The attack on the *May Flower* cutter of seventy tons, well armed, in broad day, three miles below Whampoa, by one of these "centipede" boats, as Europeans call them, when Mr. Bellamy, the owner, being shot through both legs, the crew jumped into the water to save themselves, and the cutter was plundered and then set fire to, was one instance which occurred during my stay at Whampoa. Going down the river that night in the steamer, I saw the vessel burning to the water's edge, and we were hailed by a man-of-war's boat, having the captain of the steam

frigate on board, who ordered our steamer to look after the centipede-boat, and make her a prize, for which purpose the arms were got on deck. We, however, saw nothing of her, she being probably snugly anchored in some of the creeks, with which the river abounds.

No notice was ever taken by our Government authorities at Canton of this atrocious act of piracy, although the perpetrators were soon afterwards discovered, and a proper representation of the case made by Dr. Bowring, the Consul, to Seu, the Viceroy of Canton, might have led to the restoration of the property, valued at £2,000. Dr. Bowring refused to interfere, on the ground that Mr. Bellamy was engaged in an illegal traffic, meaning the opium, which caused the attack. The Chinamen having watched the vessel for a long time, the owner received an anonymous letter from a friendly Chinese, warning him to be on his guard, as the cutter would be attacked that night, which caused him to leave Canton and join her, to ensure

a better defence. He had not been half an hour on board when the attack took place. I have reasons well to remember that night, having caught an illness from sleeping on a sofa on deck in the night air, without any covering, which laid me up for three months, and from which I only recovered after my arrival at the Cape of Good Hope. The illegal traffic, in which most of the great English houses in China, and all the mandarins are equally engaged, is no justification for piracy to be left unpunished, or unnoticed by our Government.

Large passage-boats to Hong Kong, Macao, and other parts, crowded with natives, having one immense latteen mat sail, wood-boats, fruit-boats, and boats carrying manure whose cargo is known as they pass, by the abominable effluvia they emit—Chops, or large cargo-boats, with tea and silks from Canton for the ships loading at Whampoa—Sing-song boats, going on a pleasure excursion, often a nuptial one, the cabin fitted up like a saloon, filling the entire barge, with

the rowers sitting on boards extending beyond the bows, and the steer-oar used with a semi-rotary motion by as many as eight men standing up at one oar—all these constantly passing up and down the river night and day, saluting each other with gongs, crackers, and often with cannon, form a scene of which the eye never tires, and is approached by nothing in any other part of the world.

But for the method of *sculling* the river-craft it would be impossible for such multitudes of vessels, large and small, to move about among each other without mutual impediment and confusion. The extreme order which reigned on the Canton river, notwithstanding its crowded state, particularly struck Captain Laplace, whose remarks on the subject are here translated, as the impressions of an individual altogether new to the place :

“ The greatest tranquillity and perfect harmony reign amidst this aquatic population. All these boats, of forms and dimensions so

varied, move peaceably about. There are no fights, and rarely any quarrels. Each boat, carrying either passengers or goods, and sculled by a female surrounded by her little ones, meets everywhere with a good-humoured accommodation, in consequence of which, notwithstanding the rapid current of the river, accidents are extremely rare. What a lesson for the lower orders, so brutal, so coarse, among nations who pretend at the same time to be the most civilized in the world!

“In China, the knowledge and the arts which have given such an impulse to the industry of France and England, are much as they were in Europe above a century ago; but I repeat that the Chinese are very much our superiors in true civilization—in that which frees the majority of men from the brutality and ignorance which among many European nations place the lowest classes of society on a level with the most savage beasts.”

In the creeks is found the duck-boat, hav-

ing on each side a large flat-covered cage-work, three times the size of the boat, resting on the water, in which the duck-breeder keeps hundreds of these birds, which he lets out in the fields, or on the water, in the daytime, collecting them all at night into their floating residence.

The washerwomen are the only females who are visible about Whampoa; these are a very amusing, honest, and industrious class of people, and neat in their appearance. The married women wear their hair very tastefully done up in a sort of knot, with a long silver-gilt pin stuck in it, and a sort of silver-gilt clasp behind. Their daughters wear their hair plaited, hanging down to the ground in one long tail, and cut close over the forehead; this distinguishes the married from the single. These latter often say they "have made bargain," which means they are engaged, and soon will marry.

The whole family manage the boat themselves without men, and wash and mend the linen for two dollars a hundred, or one dol-

lar a week for as much clothes as you like to wear, which in summer is the best way of contracting. To each person's articles they tie a different-coloured piece of thread, not caring whether your linen is marked or not. They mend stockings and all other things by letting a square piece in, which on the knees of trousers and in the middle of light jackets, causes them seldom to be wanted again for use. Altogether, they are a very well-behaved, and, in many instances, a refined class of people, always joking and good humoured. On leaving the place, they bring you a "cumshaw," or present of a pot of preserved ginger, a hamper of China oranges, or some such mark of civility. The washerwomen have a license from the Consular Agent, and board ships some distance down the river, all competing for employment.

In the morning, all sorts of tradespeople are allowed to come on board to sell to the sailors, who never can go on shore. Tailors, shoemakers, silk mercers, hat and cap makers, trunk-makers, and vendors of fans, chessmen, paintings, and all sorts of curiosi-

ties, form a motley group. All these will take just half what they first ask. Shoes, one shilling a pair; velvet embroidered slippers, two shillings; straw hats, or caps, one shilling; white trousers, made to measure, two and sixpence a pair; China crape waistcoats, or black satin, six shillings; and a China crape frock coat, well made and lined with black satin, thirty shillings. By giving them samples, they fit you uncommonly well. The shoes are inferior, and most residents wear ready-made shoes from England.

One sort of gentry are not permitted to approach the shipping: these are the samshu men, who, in small boats, get under the bows of ships after dark, and supply them with samshu, a highly-intoxicating liquor, distilled from rice, the cause of much insubordination amongst the crews. Samshu is drunk warm, out of small cups, by the natives; it has rather an acid taste, not pleasant, and, when taken in excess, causes a temporary sort of delirium: our seamen have no notion, like the prudent Chinamen, of taking it as a relish, and therefore it is prohibited entirely.

Bathing from the ships is highly dangerous, on account of the strong tide and "*chow-chow*" water, but from the shore there is no danger, and it is very delightful, the temperature ranging from 80 to 90 in the water, all the time I was there. In one part, near Blenheim Reach, the bottom is all sand: more generally it is thick mud.

Sailors do not much admire Whampoa as a residence, on account of their not being allowed to go on shore at any time. And it does appear rather tantalizing, after a four months' voyage, for them to arrive in the midst of a beautiful country, that they can only behold from the ship, in which they must remain cooped up, as in the case of our men, for six months, without a chance of setting foot on *terrá firmâ*.

A distinguished author on China, describes the fearful tumults generated in Hog Lane, a low street in Canton, much frequented by seamen in former times, as something quite remarkable. A few straggling sailors, fresh from their ship, in

passing a spirit shop, would be greeted by some Chinese, with "How you do, Jack?" which would be immediately followed by a general exchange of similar brief and familiar appellations, as Tom, Bill, or Ned, be the person addressed Christian or Pagan. A pipe and repeated glasses of grog (all on the sailor's side) would immediately follow—with what might be called their ulterior consequences; for, when the Chinese at length made their singularly unreasonable demand for payment, as perhaps a few *dollars*, for what might be worth a few *pence*, Jack would have just sufficient reason left to discern the extent of the enormity, without being at all in a condition to meet the case by a logical argument. The place of reason would therefore be supported by the fist, or by any thing still harder that chanced to be grasped within it. The Chinese, not unprepared for the emergency, and in full possession of their wits, would discomfit by dint of numbers, and drive the sailors down the lane; but these would pre-

sently return, with strong reinforcements; and so the tumult would grow, with successive charges and re-charges, and wounds deep and broad, until several individuals on either side, were maimed, or killed. Hog Lane seems to have been blocked up by Commissioner Lin, in 1839, and remains so at the present day.

Considerate Captains generally manage to give all the men, in their turn, a day's trip to Canton, although that is against the rules, as will be seen by the following "instructions given by the Consul to masters of British merchant vessels arriving at Whampoa.

"1st.—In preference to using a ship's boat, it is advisable to engage a sampan, to avoid exposing European seamen.

"2nd.—Within twenty-four hours after arrival, the ship's register, Bocca Tigris Pass, and manifest of cargo, are to be deposited with the Consul at Canton, after which, due permission will be obtained to break bulk.

"3rd.—Within forty-eight hours after arrival, the agreement with the crew, the indentures of the apprentices on board, and their register-tickets, and the register-ticket of each seaman, are to be deposited with the Consular agent at Whampoa.

"4th.—When any disputes arise amongst the crew, reference should be made to the Consular agent.

"5th.—None of the crew can be hired, discharged, or left behind, without the sanction of the Consular agent endorsed on the agreement. In the case of colonial or country vessels, this sanction must be otherwise obtained in writing. All desertions must be reported to him, within twenty-four hours of their occurrence.

"6th.—Neither stone nor other ballast is permitted to be thrown overboard.

"7th.—Fifteen boats hold licenses for washing sailors' clothes. They are allowed to charge for each sailor on board, one dollar for the first month, and half a dollar for each subsequent month of a ship's stay.

" 8th.—Sailors are not allowed to go on shore at any time. On Sunday, an opportunity is afforded of attending divine service (afloat).

" 9th.—Bumboats may be permitted to come alongside at the gangway, at meal times, to sell clothes, or other necessities; but sam-shu boats ought carefully to be warded off. These come under the bows of vessels early and late in the day, and at meal times. The Consular agent requests endeavours may be made to capture and bring them to him.

" 10th.—A particular watch ought to be kept on Chinese, in and about a ship, when discharging or loading small and loose packages.

" 11th.—Bathing is highly dangerous in the middle of the stream, unless at slack water.

" 12th.—It is compulsory to hoist a blue Peter, twenty-four hours previous to departure."

CHAPTER V.

Amusements of Boat-Sailing—Chinese Funerals—A Visit to "Golgotha"—Sale of Children—Juvenile Intelligence—Dress of the Natives—Ornaments and Jewellery—Coins current in China—Provisions plentiful—Fruit in profusion—Safe Promenades—A Chinese Garden—Hatred of Fanquis—Englishmen Molested—Climate at Whampoa—The Visitor's Head Quarters—Course of the River—Visit to a Pagoda—Chinese Ports—Piles driven into the River—Villages—The French and Dutch Follies—Landing-places at Canton—Pirates.

Boat-sailing is a favourite amusement, but there is seldom wind enough in summer, or else it is so high that a boat cannot venture out. It blew a typhoon during one entire day, when the ships struck top-gallant masts and yards, but all the fleet rode it out well. Two ships in Blenheim Reach were struck with lightning, which shivered their masts to pieces. A dead Chinaman floating down the river is not an uncommon sight.

Nobody touches the body, on account of some of their laws upon that point, obliging those who go near it to bury it. *There are no coroner's inquests in China.*

The lowest classes of Chinamen, instead of burying the dead, place them under bushes, wrapped up in cloths. An island in the Reach is called "Golgotha," from the number of skulls usually found on it. One day I landed there to look for birds, and, advancing in amongst the jungle, stumbled over a corpse in a state of decomposition. The bamboo hat and some cash were deposited by its side.

Infanticide is not so common in China as people suppose. If the parents are very poor, they will often sell newly-born females for a few dollars. These, when bought, are brought up with the other children of the buyer, no difference being made except in ornaments and dress, although they are literally slaves, and can be sold again at any time. When grown up, they are worth from fifty to two hundred dollars, according to their usefulness.

The Chinese are extremely fond of their children, particularly the boys, who certainly are the most forward, intelligent, and daring little "Celestials" imaginable. If you stop and look at a large cargo-boat, half-a-dozen, from two to three years old, will run out, stare at you, and call out lustily "Fanqui!" "Fanqui!" "cumshaw!" holding out both their hands for money. They are generally naked, and all wear the painted gourd behind their backs up to seven or eight years of age, which precaution is rather anti-infanticidal. One mother lost her child overboard from a boat alongside the ship, and almost went frantic with grief, being with difficulty prevented from drowning herself.

The dress of the natives is the same both for men and women; the loose nankeen-jacket* buttoning at the side, either blue or black. Sometimes it is made of grass-cloth, or silk, with trousers of the same materials and colour, very large, and tied round the waist with a piece of tape. Shoes are not worn by the people living on the water.

Tradespeople and servants wear shoes with thick white soles, and the upper part satin, or velvet, but no leather. Every common coolie carries a fan to keep off the sun.

A broad bamboo pointed hat is worn in summer by some, most persons going about without any covering to the head. In winter they all wear a small black silk skull cap, occasionally richly embroidered. Mandarins and their attendants wear pointed hats, made of white paddy-straw, with a bunch of horsehair died red hanging from the top. All the women wear jewellery, principally of silver-gilt, or as they call it, "silver wash-gold."

The ornaments consist in the head-pin and plate before mentioned, ear-rings of a greenish semi-transparent stone, called jade, common in China, silver bangles on the arms or wrists, and rings. They wear no bangles on the feet, and few have them on the arms. The other ornaments are not too heavy, as in India, and in very good taste.

The men wear no jewellery, their ambition being placed in a gold watch, Geneva or

English, which they carry in a purse in front tied to their trouser's girth. The money-purse is invariably worn there by all classes, and is just covered from sight by the jacket. Spanish dollars, with the half and quarter dollar, are the current coins amongst Europeans in China. Rupees are not refused in payment, and the Chinese copper cash tied up in bundles of one hundred called a mace, value four-pence, are principally used by the natives, these bundles being too inconvenient a form for Europeans to be troubled with.

The dollars are all stamped by each Chinaman's hands they go through, so that many are literally covered with Chinese letters, and go by the name of chop-dollar. Sycee silver, and silver and gold in bars, are confined to the use of the mercantile community, who will not take chop-dollars without making a reduction, according to their weight. The dollar is generally worth about four shillings; the rupee one shilling and ninepence. English money is not known, except at Hong Kong.

Provisions of all sorts are plentiful at

Whampoa, and are very good. Fish, poultry, game, vegetables, eggs, beef and bread, are supplied to the ships every morning by the "Compradore," who has the entire management of the victualling-department. Milk is scarce, Chinamen never using it. If they can't get cow's milk, they send you pig's, goat's, or any sort of milk they can get. Mutton is scarce, and costs two shillings a pound. It comes from Shang-Hai in the north, and is very good. The fields abound in snipe; wild duck and teal can be shot all along the river, which in winter is the only sport to be had. The rice-bird, not bigger than a humming-bird is the ortolan of China; it is only in season a few weeks, and is a great delicacy.

Amongst the fruit, the Lychee is the only one worth noticing as a novelty; it is white inside, with a red covering, very mucilaginous, about the size of a green gage, and can be eaten in any quantity. Oranges are so common here that we could not get through one quarter of those given to us as

"cumshaw," when we sailed, before they were spoilt or eaten by cockroaches. Plain-tains, custard-apples, and limes, are very fine; pine-apples and pears are nothing to boast of, but cheap.

The only places one can walk in with any degree of safety are Bamboo Town, New Town some part of French Island near the cemetery, and all over Dane's Island, save entering the village at the extreme end of it, which I once went through, but not without some risk. All these parts are inhabited by people who live by the shipping, and are in constant intercourse with Europeans, to whom they are most friendly.

A Chinese garden, containing a fine spring of limpid water, is a favourite walk for ladies, in which an old Chinaman is always glad to see visitors, and ask them in to sit down, and drink the water, or eat oranges and lychees. An old fort in ruins, on the top of the hill, is also much frequented, which, with a few temples or joss-houses, are the only things worth visiting. But, on the

opposite side of the river, or at any other part beyond these places even at a short distance, the case is different.

The agricultural population know nothing of Europeans, but as intruders, and cries of "Sot Fanqui!" from a crowd of ragged coolies will soon greet the ear of the imprudent stroller beyond the accustomed limits. If he be only pelted with mud and stones, pursued with sticks, and be able to escape to his boat with his life, he may consider himself fortunate and note it as a "wrinkle" during the rest of his residence in China. Hatred to Fanquis, and plunder, are the principal objects in view; and it is wise to wear no watch, chain, nor any sort of jewellery, and to carry no money when inclined to wander about outside of the towns of China.

I believe in the north things are very different, and that sportsmen go out for days together any distance inland, quite unmolested. The southern Chinese have always been of a more dangerous disposition and more ferocious towards foreigners than those

in the north, where the cities are thrown open to Englishmen, who would be torn to pieces if they ventured under the gates of Canton.

A friend of mine, many years resident at Whampoa, and a lieutenant of a man-of-war stationed there, did not believe that Chinamen would molest two individuals walking quietly in the fields and treating them civilly and with good humour. Accordingly, they took their guns and sauntered inland, directly opposite the whole fleet of shipping on the right hand side of the river. They were soon surrounded by a crowd which increased in time to several hundreds, their guns were wrenched out of their hands, they were pursued and pelted with stones down to the water's edge, where they jumped into their boat, having owed their escaping with their lives to nothing else but their heels, the labourers being armed with implements of agriculture and having every intention of cutting them down.

The occurrence has been of use to many

since, who are on arriving too much inclined to think as my friend did, that all these dangers are exaggerated, and brought about by the over-bearing manner or want of tact in the person venturing amongst them. Too many instances similar to this prove that the Chinese are never to be trusted, and to venture amongst them out of the usual limits, is to expose one self to be mobbed, plundered, and murdered.

The heat in summer at Whampoa, when there is no wind, is excessive, and more enervating than in any part of the world, even where the thermometer may range higher. The winter months are very pleasant, and woollen clothes are requisite. The summer dress is a white grass-cloth jacket, duck trousers, and a straw hat, any thing else being "*de trop*."

Mosquitoes are not very troublesome at night, but thousands of cockroaches, crawling all over one, replace them well as an Eastern nuisance. In Canton mosquito-curtains are necessary. The visitor to China cannot

make his head-quarters at a better place than Whampoa, where he will see more of the natives, have more liberty in walking excursions, and meet plenty of new comers, intending like himself to make a short stay. The easy access to Canton in two hours, and to Hong Kong, or Macao, by steam in ten hours, enables one to exchange quickly this aquatic country life for the busy hum of men.

The distance from Whampoa to Canton is thirteen miles, which a sampan usually performs, starting with the tide, in two hours; against the tide double that time is required. At New Town, the river divides itself into two equal branches; the one called Junk River, is generally preferred: they both unite again near the barrier. The borders of the river are planted with bananas, from which extend inland, paddy-fields on each side, intermixed with orange-groves, small farms, and Joss temples.

Not far up, on the left-hand side, is a small pagoda of octagonal shape, built of

blue bricks and white chunam. Peeping out through the trees in the distance, it looks very much like the spire of a small village church. I once landed to go and see it : a road about a quarter of a mile long conducted me to a pretty Chinese bridge which led me to the entrance of the temple. It was three stories high, each chamber being filled with large josses, gilt images, inscriptions, tinsel, and other appurtenances of Chinese idolatry. A ladder led from one floor to the other, which could be removed, and sometimes strangers visiting these places have been surrounded by natives, who remove the ladder, and will not replace it, until you ransom yourself by first paying a number of dollars. Knowing this, I did not spend much time in the upper stories, but came down, without seeing anybody.

Sailing up the river about two miles from this spot, you come to the first of the two great pagodas between Canton and Whampoa, both exactly similar, about the height of the Monument, divided into nine equal

parts, with a balcony outside, surrounding each, and on which flowers are planted. The inside is quite hollow, and the top is reached by a ladder placed outside and moved on from one balcony to the other. The pagoda tapers a little towards the top, is built of white and red bricks, and is adorned with elegantly carved work in white stone. It is supposed to be of great antiquity, and is a good specimen of the pagoda kind of structure which is met with all over China.

About half way between Whampoa and Canton, where the two branches of the river again unite, stands the second pagoda, exactly similar to the one just described.

On the opposite side is a large Chinese fort, square and low, with large embrasures for the guns, all built of granite, and each closed with a door, preventing the guns from being seen, unless left open. This fort has thirty heavy guns on the ground tier, and above this loop-holes for bowmen, and matchlocks. Extending across the river from this fort, is the celebrated "barrier"

constructed during the late war to block up the stream entirely. Large junks, laden with stones, were sunk at equal distances, and two rows of immense piles driven into the bed of the river between them, are only visible at low water, so as completely to obstruct the navigation. A passage for junks and boats has since been made, by removing some of the piles, but it is still a serious impediment to the traffic, and useless as a means of defence.

On the same side, a mile higher up, is a similar fort, mounting twenty-three guns, and opposite to it one with fifteen guns. A little above this the river again divides itself into two branches; and, on the point of land where this takes place, stands a round fort with twenty guns, commanding both streams. Beyond is a large village on the right, built on bamboos in the water, with the usual accompaniment of fleets of sampans in front. Several minor villages, with joss-houses and small pagodas, meet the eye;

canals, and cuts to irrigate the paddy-fields are very frequent.

On the right, a few miles from Canton, is another fort having fifteen guns, and behind it, at some distance inland, on a high hill, is a larger one with thirty guns, which commands the passage. The total number of cannon guarding the river thus consists of 133, besides others on the parts of the stream not generally frequented; in all amounting to near 200 pieces of ordnance. In passing all these fortifications not a single soldier is ever seen, nor any signs of a military nature, but admittance is not allowed to *Fanquis*', on any account. Fleets of junks at anchor indicate the near approach to the capital of Southern China, and the flag-staffs in front of the factories soon meet the eye.

Passing by the French and Dutch Follies, two small round forts in ruins on the right bank of the river, the fleet of war-junks, each carrying from twenty to forty guns of

irregular sizes, almost obstruct the channel, and next to these a frigate built by the Chinese, in imitation of the English, but never used, is sunk, with the masts and yards appearing above water. From this part to the factories, is one continual scene of junks, mandarin-boats, cargo-boats, sampans and ferry-boats, all striving to pass each other, sometimes getting jammed, but every one anxious to avoid doing damage of any sort, and displaying a careful and considerate manner towards each other, which you might in vain look for in the pool, or in any crowded aquatic thoroughfare at home.

At length, you arrive at the landing-place, opposite a fleet of flower-boats, so called from the ornamental work about them. There is a small dock in front of the gardens for European residents only to make use of, the common landing-place being some inconvenient steps leading on to a narrow bridge of planks, and guarded by an old Chinaman, who is a sort of spy upon

everybody and every thing going in and out.

At these landing-places, pirates have their emissaries, who know every chest of treasure, &c., that is put into any boat, and give timely notice of it to their own gang, which renders it so dangerous to carry money up or down without a boat's crew fully armed and prepared for attack, as it is impossible to avoid its being known to these desperadoes.

An armed boat of the "Charles Grant" with treasure, was attacked in broad day not far from Canton, by a pirate, that, as a *ruse*, had a man standing up in the bows holding a letter out, as if for the Captain, who, not suspecting the real character of the parties, was suddenly attacked with spears, swords, and fire-arms, and the boat was plundered. Similar instances are of common occurrence on these waters, and no private individual ventures up the river without fire-arms ready for immediate use, when, if chased by any suspicious-looking craft, prompt measures will generally insure safety.

CHAPTER VI.

Chinese Account of the City of Canton—Its History—The Shang Dynasty—Tribute to the Emperors—Extent of the City during the Chow Dynasty—Its Various Designations—Rebellion in the Reign of Tsin-che-wang—Various Subsequent Changes—A Market Opened—The Famous Pass—Cruelties at Court—Imperial Edicts—Extensive Wall Built—Increasing Commerce—The City Attacked by the Tartars and taken—Fearful Massacre of the Inhabitants—The Traitorous Prefect—Destruction of Property—The New City described—State of the Walls—The Sixteen Gates—Description of the Suburbs.

THE city of Canton is one of the oldest in this part of the empire, and, since its foundations were first laid, has undergone numerous changes. It is not easy, and perhaps not possible, to determine its original site and name, or to ascertain the time in which it was first built. But although it is not important to decide either of these questions, it may be interesting to the

reader to have a brief account of what the Chinese themselves narrate respecting one of their largest and most populous and wealthy cities.

More than 4,000 years ago, according to the Chinese chronicles, the celebrated Yaou commanded one of his ministers to repair to Nan-keaou, which was also called Ming-too, "the splendid capital," and govern it, and the surrounding country. Nan-keaou then included the site of the present city of Canton, and belonged to the southern regions of Yang, which last formed one of the twelve states into which the whole world (China) was shortly after divided. These "southern regions" seem to have been very extensive, and were subsequently known by different names, as Keaou-che, Keaou-chow, Ling-nan, Kwang-chow, Nan-hae, Nan-yue, Pih-yue, Yue, and Yue-tung. This last name is often used in classical writings, and official documents, at the present time, to designate the province of Canton.

During the time of the Shang dynasty,

which fell 1123, B. C., the inhabitants of these southern regions first began to pay tribute to the emperors of China. Soon after the next, the Chow dynasty, took the throne, the empire was extended; many improvements were introduced; the people began to engage in agriculture; and, when the "son of heaven received tribute from the four quarters of the earth," some of the tribes of Keaou-chow (which then included Canton), "brought crabs and frogs, others brought snakes and crickets." These southern tribes were often very troublesome to the rulers of China. About 630 B. C. Ching-wang-yung, a virtuous and benevolent man, became master of the country of Tsoo, and sent tribute to the emperor; who directed him to subdue his disorderly neighbours on the south, that they might not disturb the tranquillity of the middle kingdom. Tsoo was then a powerful state, and the tribes of the south soon submitted.

The historians of Canton are able to trace the origin of their city to the time of Nan-

wang, one of the last emperors of the Chow dynasty, who reigned 2,000 years ago. The city, which was then called Nan-woo-ching, "the martial city of the south," was surrounded by nothing more than a kind of a stockade composed of bamboo and mud; and perhaps was not very much unlike some of the modern "strongholds" of the Malays. It was at first of narrow dimensions, but was afterwards enlarged, and seems to have been more than once removed from one place to another; and, at different times, like the country itself, it has been called by different names, which it received either from its situation or from some passing occurrence.

One of its earliest names, and one which is still used in books, was Yang-ching, "the city of rams." This designation was obtained from the following occurrence, viz: Five genii, clothed with garments of five different colours, and riding on rams of five different colours, met at the capital; each of the rams bore in his mouth a stalk

of grain having six ears, and presented them to the people of the district, to whom the *genii* thus spake:—

“Yuen tsze hwan hwae, yung woo hwang ke.”
(May famine and dearth never visit your markets !)

Having uttered these words, they immediately disappeared, and the rams were changed into stone. From this same occurrence, the city is also called “the city of *genii*,” and “the city of grain;” and one of their temples is named “the temple of the five *genii*.” This temple stands near one of the gates of the city, which is called “the gate of the five *genii*,” and in it the five stone rams are to be seen to this day. There are many other legends interwoven with the history of the city.

During the reign of the famous Tsin-chewang, about two centuries and a half before the Christian era, the people of the South rose in open rebellion, and the emperor sent thither 500,000 men to subdue them. These soldiers were divided into five armies, one of which was stationed at Pwan-yu.

For three full years, these soldiers neither relaxed their discipline, nor put off their armour. At length, however, provisions failed: the people became desperate, and made a furious onset against their invaders; the imperial troops were routed; their commander was slain, and the blood flowed several tens of les, or Chinese miles. But these rebellious tribes shortly after submitted to the founder of the Han dynasty, two centuries before our era. In the time of Woo-te, Nan-yue included nine of the thirty-six keuns, or principalities, into which China was then divided; and the city of Canton was called Nan-hae-keun, "the principality of Nan-hae; and Pwan-yu was a distinct heen.

In the reign of Keen-gan, A. D. 210, we first met with Kwang-chow, which was then the name of an extensive territory, and is now the name of the Foo district, which includes the city of Canton. During the two next centuries, the changes and divisions were very frequent, and too numerous to be

mentioned. In the time of Teen-keen, or Woo-te, "the martial monarch," whose reign closed A. D. 543, the people of Canton sent a piece of fine cloth as tribute to the emperor; but that hardy warrior was so displeased with its luxurious softness, that he rejected it, and issued a mandate, forbidding the manufacture of any more cloth of so fine a quality.

During the reign of the same emperor, Kwang-chow was divided; and a part of it was called Kwei-chow, which is now Kwei-lin, the capital of the province of Kwang-se. In this division, the Chinese find the origin of the names of the two Kwang provinces, namely, Kwang-tung-sang, or "the wide eastern province;" and Kwan-se-sang, "the wide western province."

It should be observed here, that this province was not actually called Kwang-tung-sang until a subsequent period. We first met with the name Kwang-tung in the reign of Shaou-ting, of the Sung dynasty, about 1150. During the reign of the next empe-

ror, and so until the close of the dynasty, it was called Kwang-tung-loo. Under the Yuen dynasty, it was called Kwang-tung-taou; and received its present name, Kwang-tung-sang in the reign of Hung-woo, the first emperor of the Ming dynasty. It was at the same time also (about A. D. 1368) that Kwang-chow, the principal district of the province, was first called a *foo*; previously, it had been usually called Kwang-chow-loo.

For three or four centuries previously to this time, considerable intercourse was maintained between the inhabitants of India and the people of Canton. But it was not until about A. D. 700, and in the time of the *Tang* dynasty, that a regular market for foreign commerce was opened at Canton, and an imperial commissioner appointed to receive the "fixed duties" on behalf of the government. "Extraordinary commodities and curious manufactures began to be introduced;" and, in 705, the famous pass was cut by Chang-kew-ling, through the Meiling

chain, in order to facilitate intercourse between Canton and the more northern parts of the empire.

Multitudes of trading vessels now flocked to Canton ; but in 795, either because the extortions were insupportable, or from some failure in affording proper inducement to the merchants, they all deserted the place, and repaired to Cochin China. Near the close of the next century, the Cochin Chinese came by land, and made war on Canton ; provisions became scarce, and large vessels were built to bring grain from the province of Fuh-keen.

After the fall of the Tang dynasty, A. D. 906, there arose, reigned, and fell, all within the period of about fifty-three years, five dynasties. To the first of these, the people of Canton sent tribute of gold, silver, ivory, and various other valuable commodities, to the amount of five millions of taels. In consequence of this, the emperor created Lew-yen, the principal person concerned in sending the tribute, king of Canton, under

the title of Nan-hae-wang, "king of the southern sea." The court of Canton is represented, at this time, as having been cruel and extravagant in the extreme; "criminals were boiled and roasted, and flayed, and thrown on spikes, and were forced to fight with tigers and elephants."

The horrid tale of these awful cruelties shocked the founder of the Sung dynasty, who, in the fourteenth year of his reign, A. D. 964, declared it to be his duty to rescue from evil the people of this region. A prodigy was now seen in the heavens, "all the stars flowed to the north;" and, in the ensuing year, the people obtained peace and tranquillity.

The first emperors of the Sung dynasty appear to have studied much the welfare of Canton, whose inhabitants then lived in a very barbarous state. Witches and wizards were prohibited; sorcery was interdicted; and the temples, which had been built for the practice of superstitious rites, were thrown down by order of government. The

people were forbidden also "to kill men to sacrifice to demons;" and to relieve the sufferers from the noxious diseases which were prevalent, dispensaries of medicines were established. Useless and extravagant articles of apparel were discountenanced; and pearls and ornaments of gold for head-dresses were disallowed. Government likewise forbade expeditions against Cochin-China, reprobating the idea of distressing the people from a mere covetous desire of gaining useless territory. In 1067, during the reign of the fifth emperor of this dynasty, the city of Canton was inclosed by a wall, at an expense of 50,000 taels. This wall was about two English miles in circumference, and was built for a defence against the people of Cochin-China, who had frequently invaded and plundered Canton.

The founders of the Yuen dynasty, who became masters of the throne in 1279, rushed in upon the South of China like bloodhounds. Towns and villages were laid in ruins, and such multitudes of the

people were slain, that "the blood flowed in sounding torrents." For a time, the foreign commerce of Canton was interrupted ; but, when peace and tranquillity were restored, commerce began again to revive. In 1300, an "abundance of vessels came to Canton ;" and, not long afterwards, the ports of the provinces of Che-keang and Fuh-keen were also opened for the reception of foreign ships.

Fernao Peres de Andrade seems to have been the pioneer in European commerce to China by the Cape of Good Hope. He reached Canton in 1517, during the peaceful and most prosperous times of the *Ming* dynasty. Spanish, Dutch, and English adventurers soon followed the Portuguese. And the ports of Canton, Macao, and Teen-pih in this province ; those of Ning-po and Chûsan, in Che-keang ; and that of Amoy in Fuh-keen, became large marts for European commerce. We pass now to the time when the present Tartar family gained possession of the throne of China.

In the third year of Shunche, A. D. 1647, the inhabitants of the city and province of Canton "had rest and tranquillity;" and the divisions and government continued as they had been during the time of the preceding reign. But this quiet state of affairs was not long to be enjoyed. Yung-leih, endeavouring to revive the authority of the Ming family, raised the standard of rebellion. Imperial armies, composed partly of Tartar and partly of Chinese soldiers, were dispatched from Peking; and the provinces of Fuh-keen, Kwang-se and Kwang-tung, soon submitted—excepting only the city of Canton, which resolved to try the fortune of war.

The place was well prepared for defence, and the people for obstinate resistance. The river on the south, and the ditches on the east and west of the city, rendered it accessible to the enemy only on the north; for the Tartars "had neither boats nor skill to manage them, but the city had both the one and the other," and a free navigation of the river southward to the sea. The garrison

of the city, too, was strengthened by great numbers who fled hither for safety. For more than eleven months, the Tartars continued to make frequent assaults, and were as often repulsed and driven back with great slaughter. The final capture of the city is described by Martin Martini, a jesuit, who was at that time in the south of China, in the following words :—

“ This courage (of the people of Canton) made the Tartars fall upon a resolution of beating down the walls of the city with their great cannon, which had such an effect, that they took it on the 24th of November, 1650; and, because it was remarked that they gave to a prefect of the city the same office he had before, it was suspected that it was delivered by treason. The next day, they began to plunder the city; and the sackage continued till the fifth of December, in which they neither spared man, woman, nor child; but all, whoever came in their way, were cruelly put to the sword; nor was there heard any other speech, but kill, kill

these barbarous rebels! Yet they spared some artificers to conserve the necessary arts, as also some strong and lusty men such as they saw able to carry away the pillage of the city. But finally, December 6th, came out an edict, which forbade all further vexation, after they had killed a hundred thousand *men*, besides those that perished several ways during the siege.

Native writers, while they differ very little from the above accounts, add other particulars, some of which are subjoined. The imperial troops were commanded by Shang-ko-he and Kang-ke-woo, two Tartar officers of high rank, who had orders first to subdue, and then to remain and govern the southern provinces. Of the rebels, Too-yung-ho was the commander-in-chief, who, as soon as he saw that the Tartars were victorious, deserted his men, and fled by sea to Hainan. The second in command was Fan-ching-gan, the traitorous prefect, who, by plotting with the enemy, enabled them to enter the city. According to a manuscript account, the whole number of slain, during the siege and

the plundering of the city, was 700,000 ;
“ every house was left desolate.”

The Tartars, after they had finished this work of death, took up their quarters in the old city, where they still live, and civil officers were appointed to reside in the new city. It is said, that in the old city only one house, built before the sacking of the city, is standing at the present time. The destruction of property, as well as life, was very great. All prospect of escaping with their treasures being cut off, many of the people dug holes in the ground, and there deposited their money in earthen jars : these are sometimes found by persons when sinking wells, or breaking up the old foundations of houses and temples. From these ruins the city has gradually risen, and, up to the present period, has increased in population, wealth, and influence.

That part of the city which is surrounded by a wall is built nearly in the form of a square, and is divided by a wall running from east to west, into two parts. The northern, which is much the larger part, is

called the old city; the southern part is called the *new city*. The new city was built at a much later period than the old. The entire circuit of the wall which now includes both divisions of the city, is variously estimated by the Chinese. At a quick step, the whole distance may be walked in little less than two hours, and I think it cannot exceed *seven* English miles. On the south side, the wall runs nearly due east and west, parallel to the river, and distant from it perhaps fifteen or twenty rods. On the north, where the city "rests on the brow of the hill," the wall takes a serpentine course, and its base at its highest point on the hill is perhaps 200 or 300 feet above the surface of the river.

The walls are composed partly of stone, and partly of bricks: the former is chiefly coarse sandstone, and forms the foundation and the lower part of the walls and the arches of the gates; the latter are small and of a soft texture. In several places, particularly along the east side of the city, the

elements have made such inroads on the walls as to afford satisfactory evidence, that before the prowess of a modern foe they would present but a feeble resistance. They rise almost perpendicularly, and vary in height from twenty-five to thirty-five, or forty feet. In thickness they are from twenty to twenty-five feet. They are the highest and most substantial on the north side, evidently so built because in that direction hostile bands would be the most likely to make an attack. A line of battlements, with embrasures at intervals of a few feet, are raised on the top of the wall round the whole city; these the Chinese call *ching-jin*, literally *city-men*; and, in the rear of them, there is a broad pathway. There are two "wings," or short walls, one at the south-east, and the other at the south-west corner of the city, which stretch out from the main walls; these were designed to block up the narrow space between the walls and the ditches of the city. Through each of these there is a gate in every respect similar to those of the city.

The *gates* of the city are sixteen in number: four of these lead through the wall which separates the old from the new city; so that there are only twelve outer gates. Commencing on the north and passing round to the west, south and east, the following are the names of these twelve gates, viz.:—

1. *Ching-pih mun*:—this is the principal gate on the north; before it, is a small semi-circular space, surrounded by a wall similar to those of the city; it forms the entrance for government officers and the bearers of public dispatches, when arriving from Peking by land: officers not unfrequently come to Canton in boats, in which case, they usually make their entrance at one of the southern gates.

2. *Ching-se mun*:—this is the only gate on the west which leads into the *old* city; for a Chinese city, this gate is very broad and high—perhaps fifteen feet wide and twelve high!

3. *Tae-pingmun*:—this is the only entrance into the new city on the west; it is similar

to the other western gate, but not so large.

4. *Chuh-lan mun* :—this is a small gate, and the first one you find after passing round the south-west corner of the city; it is the nearest gate to the foreign factories.

5. *Yew-lan mun* :—this is near the Chuh-lan gate, and, like it, seems designed chiefly for the conveyance of heavy merchandise into the city.

6. *Tsing-hae mun* :—this perhaps was intended to be the water gate, as both its situation and name seem to indicate.

7. *Woo-see mun* :—is “the gate of the five genii,” and has nothing remarkable except its name.

8. *Yung-tsing mun* :—there is nothing around this “gate of eternal purity” that can indicate such a name, but very much to suggest an opposite one: it is, moreover, the gate which leads to the field of blood—the royal execution-ground.

9. *Seaou-nan mun* :—this “small southern gate” is the sixth and last on the south of the city.

10. *Yung-gan mun*:—this “gate of eternal rest” leads into the new city on the east, and corresponds in every respect with the *Tae-ping* gate on the west.

11. *Ching-tung mun*:—this is the only gate on the east which leads into the *old* city, and it corresponds with the *Ching-se mun* on the west, to which it stands directly opposite.

12. *Seaou-pih mun*:—this “little northern gate” forms a convenient entrance for bringing in water and provisions, and also building materials, to supply the northern part of the city. Having now gone round the city, we pass to the inner gates.

13. *Kwei-tih mun*:—reckoning from the west, this is the first gate in the wall which separates the old from the new city.

14. *Tae-nan mun*:—“the great southern gate,” is the second.

15. *Wan-ming mun* is the third; and

16. *Ting-hae mun* is the fourth, and last gate.

Of these sixteen gates, the 1st, 2nd, 3rd, -

4th, 5th, 6th, 7th, and 13th, as we have numbered them above, belong to the Nanhæ, and the other eight belong to the Pwan-yu district. A few soldiers are stationed at each of the gates, to watch them by day, and to close and guard them by night. They are shut at an early hour in the evening, and opened at dawn of day. Except on special occasions, no one is allowed to pass in or out during the night watches: but a small fee will usually open the way, yet always exposes the keepers to punishment."

As regards the suburbs, the streets and buildings differ very little, if at all, from those within the walls. On the west, they spread out nearly in the form of an isosceles right-angled triangle, opening to the north-west, having the river on the south, and the western wall of the city, for its two equal sides. On the south, they occupy the whole space between the wall and the river. On the east, they are much less extensive than on the west. There are no buildings on the

north, except a few small huts near the principal gate. Taken collectively, the suburbs are scarcely less extensive or less populous than the city within the walls.

The streets of Canton are numerous. A catalogue enumerates the names of more than 600, among which we find the "dragon street;" the "flying dragon street;" the "martial dragon street;" the "flower street;" "the golden street;" the "golden flower street;" and, among many more of a similar kind, are a few which would not bear translation. There are several long streets, but most of them are short, and crooked; they vary in width from two to sixteen feet, but generally they are about six or eight feet wide, and are everywhere flagged with large stones, chiefly granite. The motley crowd that often throngs these streets is very great indeed. At a busy hour of the day, the stout, half-naked, vociferating porters, carrying every description of merchandise, and the nimble sedan-bearers, in noise and bustle make up for the deficiency of carts and •

carriages. These, together with the numerous travellers, various kind of retailers, peddlers, beggars, &c., present before the spectator a scene which it would be difficult to describe.

We learn from the Overland China Mail of August 23rd, that the province of Kwangsi is at present the theatre of a serious insurrection, but whether on the part of the unsubdued tribes, or of the banditti who infest its borders is not very clearly ascertained. There is no doubt, however, that a large body of men are in actual rebellion against the Imperial authorities, over whom they have obtained some important advantages. Recently they have taken the chief city of the Ho district, a place of great commercial importance, bordering the province of Kwangtung on the north-west, the city being situated on a navigable branch of the Canton river. It is even stated on good authority that the rebels, 2,000 strong, have penetrated into Kwangtung, and are within 100 miles of Canton city.

The leader, who is named Li-ting-pang, has assumed the title borne by the highest Tartar Generals, and displays banners inscribed "Commissioned by Heaven to exterminate the Tsing (the present Manchu) and restore the Ming (the former Chinese) dynasty." He is said to have under his command 50,000 men in all, which is probably an exaggeration. He and his fellow chief, Tsau, are said to assume great state, and move about in chairs with four bearers. After a successful attack on Kong-mun in the district of Sz-hwui, the pawnshops were rifled, and 20,000 taels of silver extorted from a rich inhabitant ; after which about a hundred cookshops were set up to provide food for the band.

It is further reported, besides some persons of importance having fallen in fight, that the Governor of the province, and the chief magistrate of Woo-chau, have committed suicide in despair ; but these reports also require confirmation.

The province contains many independent

tribes, who have never owned subjection to the present dynasty. Some of them were in arms against the government in the beginning of last year. The measures adopted by Seu for its suppression have brought him into disgrace, and caused him the loss of four steps.

CHAPTER VII.

Some account of the Factories—The Houses described—Amusements and Diversions—The Canton Regatta—Chinese Ball—Amount of Population—The Flower Boats—Principal Streets of the City—The Shopkeepers—Inconvenience of Narrow Streets—A Chinese Mob—Number of Beggars—The Gates of Canton—New and old China Streets—Edible Birds'-Nests, an Article of great luxury—Mode of obtaining them attended with peril—Their value in the Market—Qualities attributed to this Curious Dish—The Sea-Slug or *Bêche-de-Mer*—The Animal described—Used as an article of Food—Supply of Sharks'-fins.

THE Factories are a fine row of new stone buildings, with streets leading to two rows in the rear. These are divided into Hongs, and in front of them, reaching down to the water's edge is a flower-garden with handsome trees, laid out as a public walk for all the Europeans, or other residents inside the Factories. A wall and gate separate them—

from the Chinese streets. The gate is closed at night, and no egress allowed until daylight. Most of the English merchants who live in the Factories have also houses at Hong Kong, between which and Canton they divide their time.

The houses are well built: the rooms are lofty, with balconies and verandahs outside for the inmates to walk under, and obtain a little fresh air. The table is supplied with great profusion: iced beer, and soda-water are always at hand; the Chinese market supplying game, meat, fruit and vegetables, at very moderate prices, all the year round. Punkahs are required in summer. Numerous servants and coolies belong to each establishment, all under the compradore, who is responsible for each man.

In the hall of each house is a stand of arms for Europeans, and, on the other side, one for Chinamen, consisting of Chinese swords, spears, and shields made of cane, three feet in diameter; these are the arms of the native coolies attached to the Facto-

ries: the others for the clerks, merchants, &c., who are all embodied in a sort of militia, which has more than once repelled a riot, and attempt to invade their quarters.

The English, American, and Danish are the only flags flying in front of the buildings. A new church has been built at one end of the gardens. Beyond this, is the boat-house of the Canton regatta-clubs, and private amateurs. Walking out, riding and driving not being allowed there, every resident takes to the water as the only means left of acquiring health, exercise, and relaxation from business.

Beautiful six and eight-oared cutters are built here on the most approved English models; wherries, skiffs, funnies, wager-boats, are all kept in first-rate order, and quite equal in numbers and style to anything I ever saw at Searle's, or Roberts', on the Thames. Those who prefer sailing keep handsome yachts from twenty to sixty tons, which the Chinamen handle exceedingly well, and form

with their clean white sails a pretty contrast to the yellow mat sails of all the native craft.

The Canton regatta for rowing and sailing-matches, is supported with great spirit, and are equal to any at home. It is followed by a ball which is all on one side, there being about ten ladies to one hundred gentlemen. This arises from the small number of ladies resident in Canton. After the English, the Americans are the most numerous class here: a few Portuguese, Dutch, Parsees, Musselmen, Hindoos, and Americans make up the rest of the foreign residents.

Kwang-chow-foo is the Chinese name for the city of Canton, which is situated on the north side of the "Choo Keang," or Pearl river, in latitude 23 degrees north, longitude 113 east of Greenwich. It was known, as we have already narrated, as a place of great importance, long before the Christian era, and contains at the present day 1,000,000 of inhabitants, besides 84,000 boats in front of

the city, extending along several miles, each of which contains on an average three persons, forming a floating population of 252,000 who live entirely on the water.

The flower-boats are let out to hire on nuptial occasions, feasts, dancing or river excursions. They have a saloon fitted up with great elegance, and lighted at night with splendid lamps, music, dancing, and supper being provided by the owner for a stipulated sum, according to the wishes of the hirer. Rich natives, mandarins, and newly-married people are the only classes who support the flower-boats.

The principal streets of Canton frequented by foreigners, are China-streets, new and old, Physic-street, Carpenter-square, and a few of less note leading to them. In these streets all the tradesmen speak Chinese-English, and are uncommonly civil, honest, and obliging. A cup of tea and cakes are always ready; they will trust you with goods to a considerable amount, by merely knowing what ship you live in, and when you.

pay them, will make you a present of anything you may fancy within reason, in the shop. Some will not abate a cent, asking a fair price for their goods, as Chungwo at No. 2, New China-street, the most worthy Chinaman I ever met: with others caution must be used, as they are likely to take half the price first asked.

The houses have all two stories, a narrow frontage, and, being built of wood, fires are of frequent occurrence. The streets are paved with large blocks of granite laid transversely, and seldom exceed five or six feet in width. Horses and carriages are unknown, every thing being carried by coolies, who rush past you with their loads, calling out to you to avoid them, which requires all a pedestrian's attention to do effectually. These men have so much "way on," that they cannot stop, and it is but fair that people should give way to them.

Occasionally, a sedan-chair, carried by two coolies, having a mandarin, or rich native inside, passes by: a chair of this

sort is also used by Europeans, when it rains, or when they wish to escort a lady on a Chinese shopping expedition, which to the mob is a great curiosity; the natives assemble in great numbers round the shop, stare and chatter, but offer no rudeness. I doubt whether a Chinese lady walking about in London, would meet with so little molestation.

I have frequently ventured a couple of miles from the usual resort of strangers, where a white man's appearance caused a great sensation. Once, whilst in a shop buying a cap, I found a mob surrounding the house, and in a few minutes the shop was full of people, all staring at me, and in close proximity, until I told my servant to drive them out, which he soon did. In some of these distant shops, where Europeans never go, they appear not to care about your custom, and seem almost afraid of your being seen in the shop by the crowd outside.

Beggars are very common, and go about.

with a gong, making a noise, until the person whose house they enter gives them some money, when they are bound to depart, but not until then.

One street is filled with nothing but looking-glass, dressing-case, and compass shops. In one of these, they asked me half-a-dollar for a compass, but ended in giving me four for the same sum.

I have often passed by the gates of Canton, and once nearly went through, but was politely told by a soldier, and an old Chinaman, "No, no!" with a significant shake of the head.

These gates are old, and have nothing remarkable but their interdiction to Fanquis: I have looked through them into the long streets leading from them, and saw no difference between those in the interior, and the streets outside, which many intelligent natives have assured me are the best and widest. The name and calling of each shopkeeper are hung perpendicularly before his door, in large gilt characters, the Chinese

language being written from top to bottom, instead of horizontally. In New and Old China-streets, the names are all written in English.

Among the various articles exposed for sale to the natives, in the innumerable streets of Canton, two deserve especial notice: these are the birds'-nests, and the sea-slugs. The edible birds'-nests, which owe their celebrity only to the whimsical luxury of the Chinese, are brought principally from Java and Sumatra, though they are found on most of the rocky islets of the Indian Archipelago.

The nest is the habitation of a small swallow, named (from the circumstance of having an edible house) *hirundo esculenta*. They are composed of a mucilaginous substance, but as yet have never been analyzed with sufficient accuracy to show the constituents. Externally, they resemble ill-concocted, fibrous isinglass, and are of a white colour, inclining to red. Their thickness is little more than that of a silver spoon, and the weight from a quarter to half an ounce.

When dry, they are brittle, and wrinkled; the size is nearly that of a goose's egg. Those that are dry, white, and clean, are the most valuable. They are packed in bundles, with split rattans run through them to preserve the shape. Those procured after the young are fledged are not saleable in China.

The quality of the nests, varies according to the situation and extent of the caves, and the time at which they are taken. If procured before the young are fledged, the nests are of the best kind; if they contain eggs only, they are still valuable; but, if the young are in the nests, or have left them, the whole are then nearly worthless, being dark-coloured, streaked with blood, and intermixed with feathers and dirt.

These nests are procurable twice every year; the best are found in deep, damp caves, which, if not injured, will continue to produce indefinitely. It was once thought that the caves near the sea-coast were the most productive; but some of the most

profitable yet found, are situated fifty miles in the interior. This fact seems to be against the opinion, that the nests are composed of the spawn of fish, or of *bêche-de-mer*.

The method of procuring these nests is not unattended with danger. Some of the caves are so precipitous, that no one, but those accustomed to the employment from their youth, can obtain the nests, being only approachable by a perpendicular descent of many hundred feet, by ladders of bamboo and rattan, over a sea rolling violently against the rocks. When the mouth of the cave is attained, the perilous task of taking the nests must often be performed by torch-light, by penetrating into recesses of the rock, where the slightest slip would be instantly fatal to the adventurers, who see nothing below them but the turbulent surf, making its way into the chasms of the rock—such is the price paid to gratify luxury.

After the nests are obtained, they are separated from feathers and dirt, are care-

fully dried and packed, and are then fit for the market. The Chinese, who are the only people that purchase them for their own use, bring them in junks to this market, where they command extravagant prices; the best, or *white* kind, often being worth four thousand dollars per pecul,* which is nearly twice their weight in silver. The middling kind is worth from twelve to eighteen hundred, and the worst, or those procured after fledging, one hundred and fifty to two hundred dollars per pecul. The majority of the best kind are sent to Peking, for the use of the Court.

It appears, therefore, that this curious dish is only an article of expensive luxury amongst the Chinese; the Japanese do not use it at all, and how the former people acquired the habit of indulging in it, is only less singular than their persevering in it.

They consider the edible bird's-nest as a great stimulant, tonic, and aphrodisiac, but

* A Chinese weight, equal to $133\frac{1}{2}$ lbs. avoirdupois.

its best quality, perhaps, is its being perfectly harmless. The labour bestowed to render it fit for the table is enormous; every feather, stick, or impurity of any kind, is carefully removed; and then, after undergoing many washings and preparations, it is made into a soft, delicious jelly. The sale of birds' nests is a monopoly with all the governments in whose dominions they are found. About two hundred and fifty thousand peculs, at a value of one million four hundred thousand dollars, are annually brought to Canton. These come from the islands of Java, Sumatra, Macassar, and those of the Sooloo group. Java alone sends about thirty thousand pounds, mostly of the first quality, estimated at seventy thousand dollars.

I am indebted for much information on this curious article of commerce, to the captain of a Java ship, a very well informed man, trading regularly to China, who had large quantities on board, and whose wife, a native of that country, to satisfy my curiosity, prepared a dinner for me of Chinese .

dishes, including the bird's-nest and the sea-slug, both of which I partook of, and found them very palatable.

The sea-slug, or *bêche-de-mer*, as its name imports, is a native of the sea, and resembles that often seen in damp places on land. It forms the most important article of commerce between the islands of the Indian Archipelago and China. It is found on all the islands, from New Holland to Sumatra, and also on most of those in the Pacific. It is produced in the greatest abundance on small coral islands, especially those to the south and east of the Sooloo group.

Among the islanders it is known by the name of *trepang*; the Chinese at Canton call it *hoy-shum*. It is an ill-looking animal, and has but few powers of locomotion, in common with other *gasteropodæ*. It is sometimes more than a foot long; but its common length is from four to ten inches, and its diameter from one to two. Its tentaculæ are short; and, when the animal is captured, are folded up under its body. It is taken

with the hand by the natives, who often dive for it; and, after it has been cleansed, dried, and smoked, it is fit for the market.

For a long time, the Chinese were the sole carriers of the article: but recently foreigners have engaged in the trade, and found it profitable. In the market it appears hard and rigid, and is of a dirty brown colour. The Chinese use it by itself, or as an ingredient in other dishes, and in large quantities. The varieties into which they divide it are about thirty, varying in price from eighty down to two dollars per pecul. Great quantities are annually brought from Manilla, Macassar, and other islands.

Sharks'-fins are also a great article of consumption. They are sought for from the Indian Ocean to the Sandwich Islands for the Chinese market. The chief supply is from Bombay and the Persian Gulf, few ships coming from the former of these places without having sharks'-fins as part of the cargo. These fins are fat, cartilaginous, and

when cooked esteemed by the Chinese as a stimulant and a tonic. They should be well dried and kept from any moisture. About 500 pieces are contained in a pecul; the price is from twenty to forty-five dollars per pecul.

CHAPTER VIII.

Good Accommodation at Acow's Hotel—Doctor Parker's Hospital, and the Patients therein—Diminutive Feet of the Ladies—Barbarous Fashion—Chinese Wives—A Converted Chinaman—Account of the Feast of Lanterns—A Walk round the City of Canton, undertaken by the Author—A Disagreeable Quarter—Pleasing Landscape—Water-Carriers—View of the Interior of the City—Burial-ground—Crowded Suburbs—A School—Coolies and Market People—Fatiguing exertion—Ferocity of a Canton Mob—Murder of the Governor of Macao—Are the Chinese Cruel, or not—Infanticide—Sale of Children—Apathy as to the Preservation of Life—Chinaman rescued from a Watery Grave—Revolted modes of Torture—Selfish Feelings—Progress of Civilization.

LATELY a very convenient hotel and table-d'hôte have been kept, close to the factories, by Acow, whose reasonable prices and good accommodation render it the usual resort of visitors, who, having no friends to reside with, must otherwise be obliged to return to Whampoa for the night. The great

hospitality I met with amongst my Canton friends prevented me from availing myself of Mr. Acow's advantages. Both the hotel and billiard-table are well supported.

Dr. Parker's hospital, open gratuitously to all indigent natives, is well attended by them. Most of these are out-door patients, but a few beds are made up for serious operations. He has a native assistant, who is very clever, and attends to cases of minor importance. Great numbers of patients apply for cataract, ectropium, ptosis, and other diseases of the eye, common here. Tumours, reaching to an enormous size, occurring on all parts of the body, have been often removed by Dr. Parker with great success.

I frequently attended on his operating day; and once had the good luck to see a Chinese lady's small foot, which caused her so much pain that she could not walk.

Dr. Parker is frequently consulted by Chinese females for the inconvenience arising from this absurd custom. The very small size to which the feet of some of the Chinese

females have been distorted by cramping them with bandages during the first six years of their lives is almost beyond belief. It is quite common to see a full-grown woman wearing shoes, and walking in them too, not more than three inches long. Their walk resembles that of a timid boy upon ice; some of them require the aid of a staff in one hand, while they lean with the other on the shoulder of a female attendant.

The smaller the eyes and feet of a Chinese beauty the more she is admired. A respectable Chinaman being asked what he thought of this custom of cramping their daughters' feet, replied: "very bad custom." He added that his own daughters' feet had been subjected to the cruel ordeal by their mother against his will, and that, in a Chinaman's house, where there were young girls, no peace could be had, night or day, for their cries, which lasted till they were six years old. He gave the following reason for the mother's insisting on her daughter's submitting to this long course of pain and suffering.

"Suppose *he* no small foot, no man wantjee make *he* number one wife."

A respectable Chinaman, it appears, always chooses a small-footed woman for his principal wife ; while for number two, three, and four he contents himself with ladies whose feet are as nature made them, and who are consequently more able to make themselves useful in household matters.

"Of most of the women we saw," observes Sir George Staunton, "even in the middle and inferior classes, the feet were unnaturally small, or rather truncated. They appeared as if the fore part of the foot had been accidentally cut off, leaving the remainder of the usual size, and bandaged like the stump of an amputated limb. They undergo, indeed, much torment, and cripple themselves in a great measure, in imitation of ladies of higher rank, among whom it is the custom to stop by pressure the growth of the ankle as well as foot from the earliest infancy ; and leaving the great toe in its natural position, forcibly to bend

the others, and retain them under the foot, till at length they adhere to, as if buried in the sole, and can no more be separated."

The Feast of Lanterns took place during my stay in Canton; it lasts four days, and is the great national holiday—a sort of carnival. Theatres are erected at the end of each street, and the most ludicrous performances take place in public, accompanied with the beating of gongs and other discordant sounds. Around these exhibitions the mob stand gazing from morning till night, when every house is illuminated, and the streets are hung with innumerable lanterns. Many of these are extremely beautiful, which have a very novel effect. I went out each night, and mingled with the thickest of the Chinese mob without any molestation whatever.

Crackers are let off all day in the streets, and no business is thought of by any native. Little children are adorned with flowers, and held up by their fathers to see the sights. I have always noticed as a good trait in the

character of the Chinese,—their great attention to young children.

A great feat to accomplish is to walk completely round the city of Canton, following the walls, which are very thick, the lower half being stone, the upper brick, with watch-houses on the top at equal distances, and cannon, few of which are visible. The distance being about eight miles, the excursion must be commenced by starting at four in the morning, so that the pedestrian may get back by half-past six, thus going through the lowest and most crowded part before anybody is awake and stirring. The offensive smell in these narrow parts is beyond conception; the houses are so small that many men were asleep with their heads out in the street, the room not being long enough to admit that part of the individual.

This unpleasant quarter being got through, you come suddenly to the rural side of the city; few habitations are seen, but green fields, gardens, and thick bamboo trees, with hills in the distance form a very pretty

landscape. At this part, the walls are much higher and stronger than where they are surrounded with houses. Some springs of beautifully clear water are about half way round, and several natives, filling buckets, were very civil in allowing us to drink out of one.

From these springs a footpath leads to the top of a hill, upon which is a large fort. The gates were closed, and nobody appeared on the "premises:" from this eminence a good view of the interior of the city may be obtained. The morning was rather foggy at that early hour, and I could only see partially the pagodas, temples, and other public buildings in this celebrated city, which by us can never be viewed from any other spot than this.

Leaving the fort, we follow the foot-path through an extensive Chinese burial-ground, some of the tombstones having semi-circular seats, and looking like small temples. After this, we begin to fall in with crowded suburbs: many houses occupied by weavers.

effecting by hand what we do by machinery. The noise of a school next attracted our attention, in which little children were learning to write with a reed upon boards sprinkled with red sand. A few horses turned out to grass, and one man on horseback, the first I had seen in China, were objects of novelty.

We came now to a crowded street, with good shops, and everybody moving, all staring at us, boys running at our heels, vociferating "Fan-qui" to such a degree that I was compelled to drive them away with my stick. A funeral procession, apparently of some mandarin, or wealthy person, passed by, of which some account is given in the description of Singapore.

Coolies and market-people, all with different loads, began now to swarm, some carrying baskets full of cats, kittens, puppies, and rats, all of which are food partaken of by the natives. I have more than once seen them weigh a kitten in the market, feel it as we would a turkey, and walk off with it. Every

thing in China is sold by weight, fruit, fish, fowls, vegetables, and even liquids.

On approaching the Factories, which our entrance into Physic Street soon indicated, we found the difference by the Chin-chins, and friendly nods of the tradesmen, which after such an excursion amongst people of doubtful temper and well-known hostility to strangers, were very acceptable.

We arrived at our quarters at half-past six, two hours and a half being employed in the trip. We were dreadfully fatigued, having to keep up with the fast walking of our leader, a long-legged man, who had often been round before, and knew that moving on quick is the best means of avoiding any collision with evil-disposed natives and groups of idlers who are constantly met with. One man grasped me by the arm as I passed by him, but I took no notice of it, "the better part of valour being discretion."

A walk round the city is only safe at that early hour, without arms of any kind, which could be of no avail against the thousands.

pouring out upon you in a moment, and by strict attention not to give the slightest offence to anybody, even if insulted. Nothing can equal the ferocity of a Canton mob, or the danger of a collision with them on such unfrequented ground.

A few weeks after, when the treacherous murder of the Governor of Macao took place, and created a great deal of exasperation against the Chinese at Macao, where the Portuguese killed seventy at the taking of one fort, under protection of English guns, such a trip would have been highly imprudent and dangerous, the populace being well *au fait* of the politics of the day, and requiring very little stimulus to attack and murder you when strolling out on such harmless excursions.

A question has arisen whether the Chinese are a cruel people, or not? Opinions in England on this point are divided. The middle and lower classes that come under our immediate observation appear good tempered and cheerful, showing no particular

signs, in their general bearing, that could justify us in regarding them as hard-hearted.

Some startling discrepancies, however, occasionally disturb our judgment. Infanticide is practised among them—parents being allowed to destroy their female offspring when ushered into life, should they consider themselves unable to provide for them, and to sell their daughters, when more advanced in age, as slaves, or for any other purposes. The first of these acts would be punished in England by death; the last is one that we must all look upon with abhorrence. Custom and the sanction of the law reconcile both to Chinese minds. They are regarded in China with indifference, as ordinary occurrences, perhaps by many who would feel a horror at committing any violence upon the person, or life, of their fellow man.

A very singular apathy as regards the preservation of human life has been observed in cases, where, by a little exertion, it might have been saved. If any one should fall into the water, and none but strangers are

near, it is ten to one but the unfortunate individual is suffered to perish. Foreigners on not a few occasions have saved persons from drowning, when their own countrymen have looked on without making a single effort.

Whether there exists any superstition among the Chinese that prevents them from saving the life of a drowning man or not, we are uninformed, but it looks as if there did. However loth they are to aid each other in such cases, they would, if similarly circumstanced, be very glad to receive assistance; for those that have been rescued by Europeans from a watery grave have always evinced their thankfulness to their preservers, and not unfrequently expressed their gratitude in the strongest terms.

Not many years ago, some gentlemen of the Company's establishment, who were at the second bar despatching one of the ships, were fortunate enough to save the lives of several Chinese, whose boat had upset not far from them. The people were taken care

of, and sent on their way—no one expecting to hear any more about them. But a few days after, the gentlemen, to their great surprise, were waited upon at their factory in Canton, by the persons they had rescued, accompanied by a “deputation” from the village to which they belonged. These persons had come to express their gratitude and obligation to the kind foreigners.

The Chinese used to be considered unmindful of favours or assistance received at our hands, but this was a striking instance to the contrary, and a most creditable exception. The people are generally observed to be most accommodating to each other in the streets and on the river, where we are in the daily habit of seeing them, although quarrels sometimes, of course, occur in both places.

Reduced to order and good behaviour by the strong arm of the law always extended over them, it is difficult to form a correct estimate of the real character and disposition of the Chinese. But we may arrive at something like certainty upon a little more

reflection. It is well known that they attach great importance to outward forms, and that no people, not even our neighbours, the French, are more ceremonious. Where there is so much on the surface, we always suspect that there is not much to be looked for below it; and that insincerity, pride, or cruelty, may lurk under a cringing address, or a countenance always lighted up with smiles.

The severity of the law under which they live, and of the method of imposing its penalties, may impart a tinge of cruelty to them, in minds accustomed to reflect upon such matters until they become familiar. Many persons must have seen the coloured drawings of their modes of inflicting torture upon suffering humanity,—so refined in cruelty, so revolting to the thought, and disgusting to the eye, that the averted head is turned from them with a feeling of horror!

The realities of such representations must be enough to unhumanize any people. It is feared that the morality they boast of is a

mere pretence; something to talk about, and to make a show of. That and the law, however, are the only checks that prevent them from preying on each other.

Not looking beyond the earth upon which they live, they have nothing else to restrain them. Their moral sayings are mere saws, based on no foundation to give them force and proper application; and, like tinkling sounds, are addressed to the ear instead of to the heart of the hearer. With a government more liberal, and more tinctured with humanity, we might place greater confidence in the *people*, whose dispositions would take their tone from it.

The policy of Chinese legislators, however, is to set the people against us, and therefore we cannot rely upon either the one or the other. Personal profit and aggrandizement are all they look forward to; and, so long as we are instrumental in pampering those selfish feelings, so long will they profess to be our friends. But empty and hollow are their promises, and fragile the ties

that bind them to us. There is no security for us in future but the strong arm of power, such as we can wield for our protection, and, in case of need, for their repeated punishment whenever they break faith with us. We have been taught at home to consider them as a mild, inoffensive people, "more sinned against than sinning;" but they have themselves undeceived us, and we see through our error.

The great advances the Chinese have made in useful arts, connected with agriculture, public works, dress, and their domestic comforts, have exerted a great influence in raising them above the untutored savage, and have brought them considerably within the verge of civilization. Their remote acquirements of the art of writing, and subsequently of stereotype-printing, have been productive of an immense accumulation of books, forming altogether a storehouse of knowledge on subjects in which they feel an interest, handed down to them from age to age, and applied to their past and present perceptions. But

still they are far behind what the Greeks and Romans were in taste and refinement.

In painting and sculpture, the Chinese are mere novices, and their productions, although a good deal raised above those of the first efforts of mankind to produce resemblances by the aid of colours, and the knife or shell, are infinitely below our standard of mediocrity. They have no taste in that way, and their minds appear to be too obtuse to be susceptible of fine impressions. They have not even approached that state of perfection to enable us to say of them, "*Ingenuas didicisse fideliter artes, emollit mores, nec sinit esse feros.*"

Their refinement, measured by that of those classic times, is as brass compared with pure molten gold. In those particular arts which exhibit the improvement of the intellect, and the enjoyment of the heart in simple pleasures, they are still barbarians. Pictures enough, and sculptures enough, are everywhere to be found among them, but none of them are copies of *nature*. There is

one department of those arts, however, in which they excel, which is the grotesque. Flowers, birds, and fish are pretty well executed, and at carving in ivory and other materials they have not their equals. But the human face and figure are quite caricatured; and nothing shows more completely the deficiency in science than their wretched attempts at landscape, in which every object is most absurdly arranged and miserably out of proportion. The fine arts, as practised by them, have helped on their civilization a little, and only a little. With the exception of a few airs, that attract our attention as possessing some melody, their music is execrable. Whatever it may be to *them*, it is only a complication of noisy and unpleasant sounds to *us*.

CHAPTER IX.

Another Morning's Excursion—The Execution-Ground—Heads of the Criminals exposed to Public View—Crosses for Strangling—The Reverend T. Ball—Number of Executions—Women Strangled—Difficulty for a Stranger to be present—Politeness of Mr. Walkinshaw—A Visit to Howqua's House and Gardens—Insolence of the Chinese—Captain Hay's Expedition in quest of the Pirate-Chief, Shap-tin-Sai—Destruction of his Fleet—Mock Philanthropists—Character of Sir J. Brooke—Island of Amoy—Province of Shang-hai—Monotony of Chinese Landscapes.

ANOTHER morning's excursion was to the execution-ground, two miles from the factories, and not far from the river: there is some difficulty in finding it out, servants not liking to escort you to such places, and actually refusing to do so. At last we came upon the spot, which is the wide part of a populous street, with a wall on one side, and a row of potteries on the other.

A narrow shed, about fifteen feet long and four wide, covered with bamboos and open in front, with a plank about a foot high from the ground, contains, exposed to public view, the heads of the criminals, in all stages of decomposition, up to the most recent date. I should think that there could not have been less than forty, as they formed two layers, filling the entire space of ground enclosed in the shed. The offensive smell prevented me from making more minute observations, but I noticed all the tails were cut off, which is done before beheading.

Half-a-dozen large, wooden crosses, for strangling, which is the punishment for certain offences, were standing against the wall, beyond the shed. Hearing from my servant that an American missionary lived near this spot, I called on him to know a little more about it, as so many rumours of executions of from twenty to thirty people taking place daily, did not appear to me to be well-founded.

The Reverend T. Ball has lived for many years here, keeps a missionary school, and has taken much interest in the capital punishments. Having a converted native living with him, he has been able to gather the most correct information on the subject, and I am indebted to him for the following remarks.

The population of the province of Kwangtung contains twenty-nine millions of inhabitants, and all the criminals sentenced to death must be executed at Canton, the capital. The number averages from three to five hundred a year. The largest number, eight hundred, took place last year, probably owing to the increase of piracy, and to the greater severity of the present Viceroy, Seu. This year, up to the present time, 1st October, 1849, the number was two hundred and eighty. The greatest number executed in one day, was forty-nine—the smallest, one. The most usual number is from ten to twenty-five. The longest interval between the days of execution, a

month: two or three times a week is not unusual.

Nearly all the men are beheaded with a large sword: their hands being tied, they kneel down, with their faces towards Peking, the Emperor's residence, and the head is struck off at one blow. Women are strangled: of these, not more than one or two a year suffer. One woman, for parricide, was cut up into forty-eight pieces: the number of pieces varies from twelve to twenty-four, thirty-six, &c. One man was flogged to death with bamboos: many are beaten before execution. Most of these criminals are condemned by the local authorities, but a portion by order of the Emperor, doubtful cases being referred to him for decision.

The executions often take place in the afternoon, but the time is uncertain. A mandarin of high judicial rank is always present, sitting behind a screen. Soldiers guard the approaches, and the crowd of rabble is very great. The heads are thrown under the shed, where they remain as a

warning to the people, until they become bleached in the sun; the bodies can be carried off for interment by the friends.* People are found to inhabit the houses opposite this very receptacle of two or three score of heads, the distance not being ten yards apart, and these sanguinary scenes enacted constantly under their eyes.

A foreigner would have great difficulty in getting allowed to be present at an execution. It could only be done, by paying a Chinaman living on the spot for a seat at his window, and dressing in a common Chinese dress, so as not to be observed by the rabble, which would be attended with great danger. I fully purposed to attempt this, with Mr. Ball's assistance, but illness prevented me from carrying my intention into effect.

To the almost princely hospitality of Mr. Mackean, of the house of Turner and Co.,

* Persons condemned to death may procure a substitute, who can be found on payment of a sum of money.

and to the excessive kindness of my friend, Mr. Walkinshaw, of the same house, I am indebted for most of the advantages I enjoyed of sight-seeing, in this to us, almost "tabood" city. Mr. Walkinshaw procured for me permission to visit Howqua's gardens and residence. He is the son of the great Hong merchant, and one of the few grandees who allow the presence of foreigners in his private domain. We ascended the river in a "matrimony boat," pulled by eight lusty natives, and, about two miles from the city, entered a canal, crowded like the river with all sorts of boats. We soon came to the Fa-tee gardens, kept by a Chinaman in beautiful style, and intended to supply the factories with all sorts of flowers, plants, seeds, and for private use, or exportation.

Here, amongst other novelties, I saw growing, for the first time, the tea-plant, which is principally found in the northern districts; many summer-houses, basins full of fish, and small trees, cut and fashioned

* See Appendix.

so as to represent some animal, or bird. Deer, dogs, cows, tigers, men, and birds, are thus very faithfully reproduced, in a living, vegetable form. Another curiosity is a forest of miniature trees, all growing in a stand, a few feet broad. These trees are not more than six or eight inches high, and are frequently put on the table, as dinner ornaments. Large quantities of strong porcelain garden seats and vases, were also kept for sale.

Leaving these gardens, we proceeded up the Canal, having well-built houses along its banks, with numerous small-footed girls and women standing at the doors, and looking at us with amazement.

On arriving at Howqua's gardens, we landed, amidst a crowd who, in China, always collect at a moment's notice, entered the gates, and gave our permit to the house-keeper, or head gardener. He took us all over the grounds, which are very extensive, and are beautifully laid out, as is re-

presented in Chinese paintings, familiar to everybody: artificial lakes and rivers, with light bridges across them, leading to caverns, kiosks, pagodas, grottoes, and imitation precipices, with a path leading to the summit: fruit-trees, flowers, and porcelain ornaments of all descriptions, too numerous to examine separately, altogether forming one of the most curious and interesting sights it is possible to imagine.

We were next introduced into the apartments, all fitted up and ornamented in the most costly pure Chinese style, with staircases leading out to the roof, which formed a promenade on the top of the house, with a fine view of the adjacent country.

On leaving these gardens, we observed a little inland a sort of booth, covered inside with gilded josses and ornaments of all descriptions. This was in honour of some idols, but the rejoicings would not take place before night. I landed, to ascertain if the temper of the people would render it

safe for a lady to step on shore to look at it, and finding them civil, we all returned to the place, meeting with nothing but chin-chins from all the people.

A steam-frigate being always at anchor just above the Factories, is some sort of protection to the residents, and well enough they want it. The apathy of our Government in not enforcing the clause in the treaty, that provided for the gates of Canton being open to Englishmen at a certain time, which having arrived, was not acceded to by the Chinese authorities, who thus still set our treaties at defiance, is construed by the populace into inability and fear on our part to enforce it.

Their contemptuous insolent manner towards foreigners of late, arising from their, having carried their point unnoticed, and unpunished, is evident to everybody, and, if we continue much longer to give way to them by such weak policy, we must not be surprised to hear some day of the factories being razed to the ground, and all the

residents destroyed. I look upon them as living on a volcano, likely at any moment to burst out when least expected; for Canton, with its million of hostile inhabitants, separated from them by a wall, can be compared to nothing else. But, were they taught to fear us, that fear would be a sufficient safeguard for our countrymen to live amongst them, as the "*civis sum Romanus*," was a protection in ancient times to a Roman citizen all over the world.

The propriety of having bargained for the entry of Englishmen into the city, may be of very doubtful utility; but, when once it has become an article in a treaty with a nation so famed for treachery and duplicity, it should be enforced either by persuasion, or by the sword. If their objections on that point are so great as not to be overcome, let them off from complying with it by payment of a heavy sum instead, or by the cession of Dane's Island, which could be fortified, and made a useful "*pied à terre*" for the factory merchants, or other Euro-

pean residents in Whampoa. A steamer going up and down would convey the merchants to their counting-houses in Canton, and back to their bungalows on Dane's Island. The occupation of Dane's Island should have been made a "*sine quâ non*" in the treaty, and nothing said about entrance into the gates, which after all can only satisfy our curiosity, as all the mercantile affairs can be equally well transacted outside.

Whilst the Canton Government is behaving in this way, what a contrast is going on in our conduct towards them! Captain Hay, in the "Columbine," with the "Phlegethon" and "Canton" steamers, goes in search of the notorious pirate-chief, Shap-tin-sai, who, with his numerous fleet had pillaged every junk, or native craft, along the coast; and, not content with that, had landed on different parts, burned towns and villages, carried forts, and was the terror of Mandarin governors, who had no force to repel him.

Captain Hay, after almost a hopeless cruise, fortunately fell in on the fifth day

with the rover's fleet at anchor in one of the numerous bays of the coast of Cochin China. It consisted of eighty large junks, carrying from thirty to forty guns each, and having on board between 4,000 and 5,000 fighting men. The attack commenced and lasted for several hours: shot and shell were poured into the pirates from our ships; one after the other, took fire or blew up, and at last the flag-junk of Shap-ting-sai also took fire. He escaped in a fast boat, pulled by forty men, loaded with treasure, his vessel blowing up a few minutes after.

Several thousand natives assembled on the shore, and killed with their spears about 1,000 of the pirates, who had escaped from the junks by swimming. Five junks slipped and put to sea, our vessels not being able to follow them from the state of the tide. The Mandarins, who had so long stood in awe of this fierce marauder, received the English captains with great hospitality and thankfulness. It is considered that this extermination of so powerful a fleet will

give a death-blow to piracy in these seas for some time to come, at least on such a wholesale scale. Very little doubts are entertained of the "Sylph" opium-clipper, and a few other missing vessels, about that time having been cut off by them. The "Dido" was chased by them, and saw the "Sylph" becalmed nearer in shore; the "Dido" arrived safe at Singapore, but the other was never heard of.*

I was rather amused, on my arrival in England, to hear that the "*Saints*" had been declaiming against the destruction of pirates in the East, and trying to asperse the reputation of Sir James Brooke, that great and *real* benefactor of his fellow-creatures, whose spotless name is fortunately beyond the reach of the cant, or malice of such ignorant mock-philanthropists.

Sir Robert Inglis, in alluding in the House of Commons to the attack on Sir James Brooke, said, "The question at issue was the character of one of the ablest, and

* See Appendix.

most gallant, and most humane men who ever exercised authority in the name of England in any part of the world, and he felt it to be an honour to express his strong feeling in favour of such a man. They had been asked where was the evidence of piracy? Why, the judge at Singapore held in his hand the depositions of persons who had either seen, or had suffered from the acts of pirates.

“ He repeated, that there never had appeared in the dependencies of England, in a distant part of the globe, one who did more honour to the name of England than the Rajah of Sarawak, Sir James Brooke, and he was sure any one might feel it a privilege to call himself a friend of that distinguished man.”

Macao was the only place of all those parts accessible to Europeans in Southern China, that I had not seen. Not having visited the four other ports, of Amoy, Foo-chow, Ning-po, and Shang-hai, thrown open to British trade, with the admission of

Consuls at each place, by the treaty of the 26th August, 1842, I am unable to give any description of those places. The Island of Amoy, in latitude 24 degrees 27 minutes, is situated within a spacious bay, or estuary, into which two large rivers fall, and where the English once had a factory.

Foo-chow is the capital of the province of Foo-kien, and the emporium of the black tea trade. Ning-po, where the English once had a factory, is situated on the Ta-hae river. Shang-hai is a great emporium of trade with the tea provinces on the south, and with the province of Shan-tung on the north. The climate of Shang-hai and Ning-po, the most northerly of these ports, is oppressively hot in summer; but the winters are very severe, in proof of which I saw two men on board the opium-clipper, "Ar-daseer," just arrived from Shang-hai, whose feet were frozen off by the cold they experienced coming down the coast, whilst it was still summer at Canton.

The captain of an Indiaman offered me a •

“cast” up to Shang-hai on my first arrival in China, which I refused, for fear of not being back in time to return with the ship to England. As our stay in China was unexpectedly prolonged to six months, instead of two, it turned out that I could have easily availed myself of his kind offer. I did not lose much after all, for there appears to be a great sameness throughout all China, which I have repeatedly heard from those who had visited the several northern ports now open to Europeans.

Quoting from Mr. Barrow; “*In the long lines of internal navigation,*” observes that gentleman, “*between Peking and Canton, an extent of 1200 miles, with but one short interruption, the traveller will observe every variety of surface, but disposed in a very remarkable manner in great masses.*”

“For many days, he will see nothing but one uniform extended plain, without the smallest variety; again, for as many days, he will be hemmed in between precipitous mountains of the same naked character, and

as unvaried in their appearance as the plains; and lastly, ten or twelve days' sail among lakes, swamps and morasses will complete the catalogue of *monotonous uniformity*. There is a constant succession of large villages, towns and cities, with high walls, lofty gates, and more lofty pagodas; large navigable rivers, communicating by artificial canals, both crowded with barges for passengers and barks for burden different from everything of the kind in the rest of the world."

Another writer remarks that "the provinces of China equal our kingdoms, her towns our capitals, her villages most of our cities; yet that all these are pervaded by a *sameness approaching to monotony*; and that he who has seen one town may be said to have seen all. They are of a quadrangular form, surrounded by high walls, defended and ornamented by towers at regular distances. The streets usually extend from one extremity of the town to the other, and at either end of each street is a gate that is shut about

nine or ten, and ingress or egress put a stop to for the night, which is a great check upon robbers, whose exploits can extend no further than the street they live in. Those inhabited by the lower ranks are confused, crowded, and dirty; and, whilst the shops are richly embellished, the mansions of the great are generally enclosed, and make no external display of magnificence."

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 fore-castle. 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.

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 Lighthouse—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 *Child Harold*, and the *Nepaul*—Steam-tugs—Establishment for Lepers on Robben Island—Anecdote of a Traveller.

A FEW days after leaving the Straits of Sunda, we came in sight of Christmas Island, off which we were becalmed for three days. It is about six leagues in extent each way, and rather hilly; presenting to the eye one mass of dark green trees, even thicker than those of the other islands we had passed.

It is uninhabited, but is said to contain plenty of deer and wild hog. There is no anchorage, the lead giving eighty fathoms close in shore; but parties have occasionally landed there on a shooting excursion, whilst becalmed near its shores. A light wind, at last, enabled us to lose sight of Christmas Island, of which we were getting heartily tired.

Two large sperm whales, about sixty feet long, amused us by spouting and gambolling close astern for about an hour. One made a complete somerset in the water, his large forked tail, being, for a moment, erect in the air; several others were seen at the same time in the distance. We killed our first turtle, and had turtle in all its forms enough to satiate or even to nauseate an alderman. Every day turtle-soup, cotelettes de turtle, turtle roti, turtle stewed, for dinner; at breakfast and supper, turtle again. It was very delicious, but probably would have been more valued by us, had it cost more dollars, and come in less *profusion*.

Having caught the South-East trade, we traversed nearly two-thirds of the Indian Ocean, a distance of several thousand miles, without falling in with a vessel holding the same course to try rate of sailing with. A brig would not do. This would be considered "*infra dig*;" and several ships seen were outward bound; others, on the same tack as our own, were so inferior that we passed them in a few hours without any effort.

Having been so long out, we began to despair of meeting at all a sail of an equal match, when one morning, soon after breakfast, the officer of the watch came down from on deck and announced, "*a large ship to windward.*" She bore down, as if intending to "*speak us,*" but, at about a mile distant, resumed her former course, and, hoisting at the mizen-peak the well-known banner of the stars and stripes, confirmed our opinion as to the nation to which she belonged. To this, we answered by running up the ensign, and our number.

The captain came on the poop, examined

her with the glass, took her bearings, and his keen, experienced eye soon found that at last we had fallen in with the right sort. "She will do," said he to the chief officer, rubbing his hands: "she appears a smart craft, and I have observed for the last hour we have not gained one inch upon her." At that time, the wind was two points abaft the beam, a steady top-gallant breeze. We were going with the lower studding-sails at nine knots through the water. "Now," said the captain, "we will show Master Jonathan what we can do. Send a hand aloft to loose the fore and main royal. Rig out the starboard topmast studding-sail boom. Set the main trysail." These orders followed in quick succession, and were as quickly executed. The ship felt the pressure of so much additional canvass, and soon increased her speed. She dashed the spray over her graceful figure-head, and tore through the billows with great rapidity. In the words of Byron,—

"She walked the waters like a thing of life."

The American, finding that we were drawing a-head of him, was not idle; sail after sail he bent, and seemed for a moment to be gaining a slight advantage. The skipper saw it, and was put upon his mettle. He paced the deck with a quicker step, and muttering to himself, we must not be beaten, gave a look round, and then exclaimed, "Send hands aloft, and rig out the top-gallant and royal studding-sail booms."

This step, considering that the ship had as much as she could stagger under, rather took the men by surprise. The royal and top-gallant studding-sails being quickly set, the men were piped to grog, and began "to work with a will;" for at sea no extra work is done well without extra grog.

The American appeared to have lost a little ground since the "Frigate," as we were called in China, had "spread her wings" in such gallant style. She was evidently carrying a press of canvass that under no ordinary circumstances could be witnessed, and great

excitement prevailed throughout the ship's company—all being alike eager for success. The chief officer, an old opium-clipper man, accustomed to "*carrying on*," was pacing the quarter-deck in ecstasy, and ever and anon bursting out to himself in such exclamations as "Hurrah! old girl; drive on you hound; you've got the scent! Clap the muslin on her! What she can't carry, she must drag."

As the wind freshened, the sight increased in magnificence. The ship rushed through the waters like a wild steed, and sent the foam over her bows as far as the main hatch. The log was hove, and eleven knots were found to be her speed; she had never before been known to exceed ten and a half. She left behind in her wake a furrowed track of snowy whiteness that was lost in the immensity of the ocean.

The breeze becoming stronger, the American, who was to windward, caught it first, and was busy taking in his "flying kites." It soon reached us, and some of our stud-

ding-sail booms began to bend like bows. It was clear they could not stand long; they must be taken in, or they would take themselves in. We were reluctant to give up our advantage, and, whilst the matter was being considered, a loud noise was heard up aloft—the main royal and top-gallant studding-sail booms were carried away. They came down alongside with a tremendous crash, dragging with them in their fall the sails, blocks, and tackle.

This premonitory warning was quite enough: the strong wind had now increased to a squall, and "*all hands shorten sail*" was the order; it was nothing but "*haul down and clew up*;" everything appeared in confusion, and, in a few minutes, the decks were covered with ropes and sails. There was no time for delay; the captain cheered the men on. "*Spring aloft my tars, rig in the booms fore and aft; brace up the main try-sail; hands stand by the top-gallant haulyards!*"

The wind having drawn more forward, being now rather before the beam, the yards

of both vessels were braced up sharp, and then came the chance for the "*regular clipper*" to show her superiority. This we knew was in our favour, our best point of sailing being *on a wind*. As all now depended on the manner of steering, old Tom, the crack helmsman, was sent to the wheel. "*Clean full and by*" was the order given ; and we had the satisfaction of seeing our vessel gradually "*forging a-head*" of her opponent, who, it soon became evident, had not much chance left of again coming up with us. The distance between the two ships continued to increase. At eight bells, the American had dropped several miles astern, and before dark was nearly "*hull down*." The crew were served again with extra grog, and in the cabin the champagne flew merrily round to celebrate the event. It coming on to blow, after supper the order of "*All hands reef topsails*" was given ; the sailors manned the yards with unusual alacrity, and, proud of the gallant performance of their ship, gave from aloft three hearty cheers for the "*Charlotte Jane*."

The appearance of our old friends, the albatrosses, reminded us every day that we were gradually approaching the land of Southern Africa, and we were not surprised at losing the trade wind which had enabled us to reach within ten degrees of it before we experienced the unwelcome change of calms and variables.

The Cape is the boundary of very unsettled weather, is a saying common amongst navigators; and the difficulties of approaching it from the eastward are much greater than from the Atlantic. Ships from India generally reckon on a week from the time of first sighting the high land of Southern Africa to anchoring in Table Bay. The distance is nothing, and could be done in half that time, which often happens; but a fair wind, quickly followed by a gale right in your teeth, then calms, variables, strong currents, and dense fogs, must not surprise you if they all happen, and prolong your passage round this difficult promontory, the favourite region of the whale, the albatross, and perpetual gales.

On my voyage home from China, I had the good fortune to revisit this most interesting and most important of all our Colonies, where I had before spent a few days so agreeably, that I left it with regret, and had always retained the most pleasing impressions of my short stay in Southern Africa. China ships are averse to touching there, homeward bound, on account of the delay, the Canton merchants looking a great deal to quick passages, to get their teas early into the market, and a favourite ship in Canton has great advantages over others. However, in China, we had engaged to touch at the Cape, with which I was not a little pleased, as it breaks up the tedious monotony of a four months' voyage, and sends one through the uninteresting two months' passage across the South and North Atlantic with fresh spirits and a host of vivid and agreeable recollections.

Having passed to the southward of Madagascar, we soon lost the south-east trade, and, after a week of light variable winds

descried, on the 7th of February, distant eight leagues, the high mountains bordering along the coast of Africa, between the Buffalo and Great Fish Rivers. The soundings, and change of colour in the water, showed, some time before, that we were on the tail of the great Agulhas bank, which indications the early navigators had alone to guide them.

Our course is now along the coast, in sight of land, due west. We pass Algoa Bay, with its remarkable headland, Cape Recife, then Plettemberg's Bay, with a fine breeze, when, approaching Mossel Bay, now called "Alliwal," in honour of the present governor, Sir Harry Smith, a gale of wind sprang up from the south-west, against which we could show nothing but double-reefed topsails, and sometimes less still, for four days and nights, which, with a contrary current, kept us the whole time in sight of Mossel Bay, occasionally drifting to leeward, and all the time with difficulty "holding our own." Frequently, we were within

three or four miles of the land, and could easily distinguish the houses, fires, and trees.

At noon, as the ship was standing in at the distance of about four miles from the shore, the order of "Ready about," was given, when a sailor, who in the morning had held very insolent language, came aft on the poop and addressed the captain in such abusive terms, that, with the assistance of the mate, he collared him immediately. Upon this, another sailor took the man's part, and a violent scuffle ensued, the captain receiving several blows. The rest of the crew soon came up, and some bad characters amongst them seemed disposed to side with the two mutineers, until the captain, taken unawares, asked them all whether it was a mutiny or not, since it had very much the appearance of one.

Nobody else having offered any violence, the ruffian was ordered to be put in double irons, which, after much resistance, was effected, he at the same time threatening to

take the captain's life when he could get a chance. A sort of court-martial was then held, at which I advised "three dozen," a trifling punishment for so outrageous an offence. He was confined a close prisoner aft, with a guard over him, until he could be delivered up to the proper tribunal at the Cape,* together with the fellow who assisted him, and endeavoured to excite a mutiny in such a critical moment as that when a ship was tacking off a lee shore. These men in the morning began their insolent conduct by refusing to mend the mainsail because it was Sunday, a duty, a light one at any time, and then absolutely necessary, otherwise they would not have been set about it on that day, great attention being paid in the ship to the religious observance of the Sabbath.

At length the wind fell light, and, shift-

* At Cape Town, owing to the blundering ignorance of the Baron, as the chief Police Magistrate there is called, these men escaped without even a reprimand, and it was not prudent to bring the case into a higher court, where their offence would have met with a just punishment, for fear of the proceedings detaining the ship.

ing round to a fine South-Easterly breeze, Mossel Bay is soon left behind, Port Beaufort also, and, before dark, we are up with Cape Agulhas, which, once passed, the principal difficulty is over. A few months since, a lighthouse was erected on this dangerous headland, which we found in the evening gave a very brilliant light ten miles off; a signal-staff is also erected there, to signalize ships passing near enough, and report them by the mail overland at Cape Town, which must be of great service to the mercantile community.

All along this coast high mountains are in sight, at a greater or lesser distance from the shore, that give it from the sea a bleak and barren appearance. The breeze carried us the next morning close up to the real "Cape of Good Hope," a small headland, projecting into the sea, which I have before alluded to.

Table Mountain was in sight, distant twenty miles, when it came on to blow a violent "south-easter," which forced us to

lie-to all day, with great fear of drifting to leeward of our port. It blew with less fury towards evening, and the captain had some idea of beating into the bay; but, as it generally blows stronger there than outside, and as, on his last voyage under exactly similar circumstances, in attempting to do so, he lost all his sails out of the bolt-ropes, and was driven out to sea, he very wisely decided on waiting until the gale abated.

We learned on our arrival that it was not as he anticipated, it having been quite moderate in the bay, and boats were able to land cargo from the ships. The next day, the scene changed entirely. We found ourselves close to the shore, in a dead calm, surrounded on all sides by a dense fog, having the appearance of high land, and rendering it impossible to see fifty yards off. This position, so near the land we could not perceive, with currents and not a breath of wind, was one of more danger than the gales from which we had escaped, during which two large ships were wrecked in Algoa and

Plettemberg's Bays, near which latter place we must have been at the very time the "Nepaul," a homeward-bound Indiaman, was going to pieces on the rocks, her crew and passengers saving themselves on a raft.

In the afternoon, the fog gradually diminished, and Table Mountain again showed its head above the clouds, but we did not move. During the night, a slight change took place, and the next morning a gentle breeze before the beam, which soon drew nearly aft, brought us rapidly in sight of Green Point.

Having answered the signals from the flagstaff on the Lion's Rump, we were shortly after boarded by the port-captain; and, as the clock struck twelve, let go at last our anchor in Table Bay, which at one time we almost despaired of reaching.

A large sailing-boat immediately conveyed our party to the shore; and for the second time I trod with a joyful step on "Afric's burning sand."

We proceeded towards Parke's Hotel, which was soon afterwards filled by a great

number of passengers just arrived in the "Barham," from Calcutta. This constant succession of fresh inmates, nearly all landing from the different Indiamen, outward or homeward-bound, gives to this hotel an animated appearance, and renders the stay there very agreeable, all taking meals at the same table, the ladies generally forming an overwhelming majority. After dinner, in the drawing-room, a little music and singing sometimes take place. The *cuisine* is first-rate, and the table covered in profusion with all the delicacies of the season. The charge of ten shillings and sixpence a day includes everything, except wines and spirits. But you are not charged, as at Singapore, for the meals at which you are not present—that is rather "too bad."

Having tiffined, we soon obtained a carriage and pair of excellent horses, in very good style, with a Malay coachman, and drove out to the seat of Mr. Billingsley, at Claremont, called the "Vineyard," six miles from town, where we were invited to spend

the two next days, and received the kindest hospitality.

The "Vineyard" is one of the finest estates in the Colony, and has been improved at a great expense by its liberal owner. The garden around the house is filled with beautiful flowers, both exotic and indigenous, laid out with much taste; but the greatest sight is the avenue of grapes, over an elegant iron frame-work, supported by light pillars, 1000 feet in length, and about twelve in breadth, arched over, and completely covered from the top down to the ground, a height of fifteen feet, with the most beautiful black and white grapes, such as in England could only be produced in a hot-house.

I have never seen anything approaching to it on the continent, and believe, as a vineyard of choice grapes, nothing equal to it exists anywhere. Other fruits, as peaches, figs, pears, melons, &c., were growing in the same abundance: one pumpkin was pointed out to me, as big as a barrel of beef, and

appeared quite a curiosity. All European vegetables were in great perfection; the dessert was composed of such a variety and profusion of choice fruit, all out of the garden, that it surpassed any thing one can imagine at home, and made me long to dwell in this delightful climate, which possesses equally every other advantage.

Opposition omnibuses to Wynberg, pass by the "Vineyard" every hour, and I returned to Cape Town in the morning. They fill well, the merchants coming to town by them, and returning to their seats in the afternoon, at the moderate fare of one shilling.

19th February, 1850.—It blew all day a strong "black south-easter," preventing any communication with the shipping. The boats are able to go off well enough, but cannot get back again, so that the mail from England by the "Persia," could not be landed before the next day: it might have been many days, these south-easters being very uncertain in their duration.

The top of Table Mountain was covered with the "table-cloth," well spread, and looking very dirty: the clouds of sand and fine gravel stirred up in all the streets on such occasions render walking in some directions quite impossible; the town is deserted, and strangers may be seen twirled about, and driven out of their course, by the sudden gusts coming down from the mountain. The fine gravel pelting against one's face is so painful, that I found walking sideways, or backwards, the only possible way of facing it.

Resident gentlemen wear a blue veil round their hats, which they find during south-easters a very useful protection against the dust. To a new comer, it has a rather singular appearance, but that day's experience convinced me of the utility of adopting this article of female apparel. Railroad fine wire spectacles would be more convenient, and answer the purpose well.

20th February.—This was a beautiful day, and a gentle breeze rendered walking

out in the heat of the sun very pleasant, although the thermometer stood 80 in the shade.

I visited the Botanical Gardens, very prettily laid out, containing choice specimens of plants and trees. They are open every day to strangers and subscribers only: to the public, twice a week, when the band plays. The Public Library and splendid Exchange Rooms are also freely open to visitors in the most liberal manner: they contain, besides a valuable and extensive collection of books, every English periodical, the latest newspapers, and all the local and Indian papers. They are closed at six, at which early hour all the shops are shut in Cape Town; this being the general custom, gives to the tradespeople plenty of leisure-time, without detriment to business. Our London shopmen, slaving till midnight, as they often do, might well envy this "early closing."

A new jetty has just been finished at the bottom of the Heerengracht, in the most

central part of the town, and is a great improvement upon the old one, some distance off.

Visited Somerset Hospital. It is well situated on a rising ground in front of the sea, can contain one hundred and fifty patients, but had not more than a score, and those with diseases of a mild nature. It speaks volumes for the salubrity of the climate, as all civilians, seamen, natives, and paupers, are sent to this hospital. The surgeon told me that it was an unusually healthy time, and that, during epidemics, and in some seasons, the beds were all filled. The charges are one shilling and threepence per day, for all classes—three shillings for masters and chief officers of ships: paupers are admitted without charge, in pauper wards: in some cases, reductions can be made on these charges.

There is also a military hospital for the garrison, which I had no time to visit. I next went out curiosity-hunting, but found Kaffir weapons, &c., scarce. I picked up,

however, some assegais, all made of wood, by the Zoolah Kaffirs, near Port Natal, and other articles carved in hard wood and in use amongst them: also walking-sticks, made of the rhinoceros' horn and skin: this last called "shambock"* by the Dutch, when polished, is semi-transparent, not unlike amber, and inflicts so severe a blow, that in former times, when slavery existed in the Colony, by the Dutch law, a master was fined fifty dollars for striking any of his slaves with the shambock. That law is now obsolete, slavery having been abolished in 1834.

I heard to day, for the first time, that a great inland lake had been discovered north of Lattakoo, some hundred miles beyond the Cape frontier, and that two travellers, who had been there, were now on the point of starting from Cape Town to explore it again. Such a discovery may prove of importance towards the civilization of the interior of

* Pronounced "Shamberg."

Africa, a country into which it has hitherto been so difficult to penetrate.

Passengers from the "Childe Harold," wrecked on Dassen's Island, the day she sailed, were brought back by the steamer: news arrived also, that the passengers and most of the crew of the "Nepaul," lost in Plettemberg's Bay, had reached the shore on a raft, and I learned, by chance, that the passengers were Mr. and Mrs. Drago, my old acquaintances of Poona, who, I knew, intended returning to England, when I last saw them, by the overland route. It would have been fortunate, had they done so, having had a most narrow escape of their lives, and probably the loss of all their effects, the vessel being a total wreck.

It appears that the Phoenix steamer was in Mossel Bay at the time, and passed not far from the "Nepaul," on the same day that all her people were standing on the poop, every minute expecting a watery grave, their boats being all stove, and none being able to reach them from the shore.

As they would not arrive at Cape Town before my departure, I left a card with a friend to be given to them, which would surprise them a little, not knowing that I had gone on from India to China, instead of home.

I should think that a steam-tug would answer well at the Cape. A few days before my arrival, the "Phoenix" had towed round Green Point, where she was becalmed, and in danger of drifting on the rocks, the Dutch corvette, "Sambre," and the English barque, "Queen," for which she got £300 and £225. A tug suited for these seas, cruising off Cape Agulhas in calms and contrary winds, or outside of Table Bay, might often be of service to the numerous homeward-bound East Indiamen, detained near these parts: communication with the shipping during strong south-easters, would then be always practicable. On mentioning the subject to a merchant, he told me that the high price of fuel, was the principal obstacle to so useful an enterprise.

I regretted much not being able to visit the government establishment for lepers, on Robben's Island, containing more than one hundred cases, and in a medical point of view, a most interesting sight. The people have an aversion to seeing lepers about the streets, under a vulgar impression of the malady being contagious, and they would be likely to ill-treat any leper found at large. On this account, they are all removed to Robben Island, and are carefully attended to.

Robben Island is only a few miles from the mainland, but the *uncertainty* of getting back, from contrary winds springing up, and the *certainty*, in such a case, of being left behind at the Cape by the ship's sailing, were sufficient reasons to deter me from attempting to proceed thither. I did not, on the same account, like to venture so far as to visit my friends at Simon's Town. The Admiral had been recalled, with the flag-ship, "Southampton," and replaced by a Commodore, which must detract from the

naval importance of the place, and be a loss to the inhabitants. The most interesting object there to me, would have been the notorious "Neptune" convict-ship, which was only waiting for a fair wind to depart.

A gentleman who was advising me to ascend Table Mountain, not knowing that I had recently done so, told me a very good anecdote of a traveller, not many years ago, who was anxious to see the top, and was told by some friends that the fluke of an anchor was the most curious thing to notice on the summit, where they took care to have one conveyed, and partly buried in the soil.

A day was fixed for the ascent, and the anchor was the first thing looked for by our credulous friend, who, not suspecting the trick, in publishing his travels actually described the anchor as the most remarkable and unaccountable thing he had met with. I give this merely as I had it related to me.

CHAPTER XII.

Glorious Day in the annals of the Cape of Good Hope—Departure of the "Neptune," Convict-ship, for Van Dieman's Land—Rejoicings and Illuminations in Cape Town—High position of the Colony—Union amongst the Colonists—Tyranny of Earl Grey—Degraded state of Van Dieman's Land—Evils of a Penal Settlement—Happy State of Security in the Cape Colony—Evils of introducing Convicts into it—Popularity of Sir Harry Smith—His admirable line of Conduct—Resolutions of the Anti-Convict Association—Sentiments of the Inhabitants—Abuse of Power—Pledge taken by the Colonists—Insubordination among the Convicts on their Voyage to Van Dieman's Land—The Author returns to England.

21ST FEBRUARY.—The twenty-first of February, 1850, is a glorious day in the annals of the Cape of Good Hope. This morning departed from its shores the "Neptune," convict-ship, for Van Dieman's Land, after a stay of five months, pending

the decision of the Home Government. The joyful event was received at Cape Town by the ringing of all the church-bells; flags were displayed from every house and public building. The shopkeepers all took down, for the first time, their shutters, which for five months had been allowed to remain up, in sign of mourning, by universal consent, and a general illumination was ordered to take place at night, with immense bonfires on the Lion's Rump, and other elevated points.

A grand dinner for the members of the Anti-Convict Association, was also to take place, which, with addresses of congratulation to the governor from all parts of the Colony, most happily closed this source of continued excitement and interruption to business, which might have ended in a serious drama to the inhabitants.

The subject is probably familiar to most people at home, but to me, who had just arrived from China, it was quite new, as the news had not yet reached when I left. I

took therefore great interest in it, and was glad to be upon the spot at its fortunate termination. I say "fortunate," for I have not the slightest doubt that, had it been otherwise, and the convicts landed and dispersed throughout the Colony, from that day the ruin of the Cape would have dated.

From the high position it now occupies as a free, independent, wealthy, and rapidly improving province, more suited than all others to new settlers of means and respectability from Great Britain, it would have fallen at once into the degraded position of a penal settlement, soon to be followed by the depreciation of property, and a certain stop to free emigration. The finger of scorn would have been pointed at that once happy land; all those amongst the better classes who could afford to leave would have been likely to return home, so great is the aversion of most people, and justly so, to a residence in a convict settlement.

The Dutch and English, who appear to be on very good terms, "fraternized" well

on this trying occasion. The former are by far the more numerous, and opposed it to a man. They felt it was a measure that was to "make, or mar" them. They had "set their lives upon a cast, and stood the hazard of the die." Perhaps there never was an instance of such perfect union amongst a whole people.

Some of their resolutions have been called too violent, and going too far; but "a strong disease requires a strong remedy." Half measures would not have succeeded with the Home Government, and the victory would have been lost. Their long struggle, crowned with ultimate success, is the best answer to any objections of that kind. The folly, the injustice and the tyranny of Earl Grey in attempting to convert the most useful and finest of all our colonies into a receptacle for felons, are quite inexplicable. If the blunder arose from ignorance, it was unpardonable; if from design, worse still.

Everybody who has any knowledge at all of our colonies knows that Australia will not

receive convicts at any price, and Van Dieman's Land, the only place to which they are now sent, is loud in its outcry against the system which has selected it for the unenviable privilege of receiving monthly importations of the outcasts of society. This, as shown by statistics, if continued, will prove the ruin of that fine island.

Some years ago I visited Tasmania, as it is now called, and for several reasons should have been induced to settle there, having received an appointment under Sir John Franklin's government. But, during a few months' stay, I saw sufficient of the convict-system, and its influence on the Colony, to disgust me with the place, and I found I did not stand alone in that opinion. I therefore left it, but have ever since taken a lively interest in the question. Now Tasmania has always from its first occupation been a penal settlement, and no hardship was inflicted on the new settlers who came there knowing the fact, and at that time profiting by it, as con-

vict-servants were assigned to them at a trifling expense.

The moral stain, diffusing itself like a slow poison through the veins, having now infected every corner of the beautiful island of Tasmania, the free population of the present day, a better educated and superior class of people to the earlier colonists, find out the endless disadvantages arising from it, and would willingly cast off the yoke of pollution.

To attempt to thrust such evils upon any well-established country, and above all others upon the Cape, which for upwards of two centuries has been a free Colony, under both Dutch and English rule, is monstrous and abominable.*

The great majority of the population in the towns and rural districts in the Cape Colony are of a highly moral and religious disposition; crimes amongst the labouring classes are of rare occurrence, and women can travel from one end of the Colony to the

* See Appendix.

other unmolested, police being unknown. The farmer in the interior is away from his home six months out of the year, for the purpose of selling his produce, or of superintending the rearing of it. All this time he leaves unprotected, in perfect confidence, his wife and daughters, who feel as secure without as with him. But there can be no doubt, that soon after the landing of a few batches of Lord Grey's "pets," as brought by the "Neptune," this primitive and happy state of security would soon be broken up. Many of the convicts, too idle to work, would take to bush-ranging, for which the interior, with its widely-scattered farms, offers great facilities.

The native population would soon acquire the vices of the new comers, and criminals might escape into the interior, beyond the boundary, and evade the arm of justice. An expensive rural police would be required, and, in such a country, could be of very little service. To men of their description the cheapness of intoxicating liquors would

also prove an evil. Altogether, there seems to be only one view to the question, and that one, every man in his senses at the Cape has adopted. It was a splendid instance of resistance by the most purely constitutional measures, to an act of the Minister, arbitrary, impolitic, and illegal.

The triumph acquired by such means, by a handful of men, proves them worthy of the race from which they sprang, and is a fine lesson for powerful states and empires to profit by. Well may the Cape Colonists exclaim:—

“Thrice is he armed who hath his quarrel just!”

The governor, Sir Harry Smith, who is exceedingly popular, and has the welfare of the Colony at heart, was placed in a very difficult position—that of having to please two masters, the Home Government, and the “*Vox populi*” around him.

When the supplies were stopped from all people having any connection with the Crown, he was obliged to send to Madagascar and the Mauritius for beef, flour, and

other necessities, for the troops and the fleet. He might have proclaimed martial-law, and helped himself, but he did not do so. At the same time, he refused to send the "Neptune" away. On his own responsibility, he promised not to land the convicts, but to wait for further orders in answer to the dispatches he had sent to Lord Grey. His conduct throughout was fair, prudent, and considerate: few would have been found to act with more conciliation in such an emergency.

As some of the resolutions passed by the members of the Anti-Convict Association may not be uninteresting, I give an extract from the *South African Commercial Advertiser* of the 22nd of September, 1849:—

"The arrival of the "Neptune," with 282 convicts on board, whose '*destination*,' according to the Secretary of State, is—'*the Cape of Good Hope, there to be dispersed among the inhabitants of the districts*,' has called into action the system of self-protection, with which every inhabitant is now

thoroughly acquainted, and according to which every individual knows what duty he has to perform. It is simply this:—

“That until a satisfactory assurance shall be given by his Excellency the Governor, that the ‘Neptune,’ with her prisoners, will leave these shores, no supplies of any description will be furnished to that ship, or for her use, or to any public department in whose charge she may be placed; or to any public department in the remotest degree implicated in her detention; and all connection with any person who may assist in landing, supporting, or employing these convicts will be dropped.”

The proceedings of the colonists, during the last five months, have placed the landing and dispersion of the convicts out of the question. They have removed the execution of such measures from among the “possibilities” contemplated by Earl Grey, when he wrote his *private letters* to Sir Harry Smith in August and September of last year. But his Excellency still entertains the opinion that, without violating his duty to the

Queen and the Colony committed to his charge, he may detain the convicts on board the "Neptune," in Simon's Bay, until he receives replies to certain despatches on the subject, addressed to the Secretary of State which may be expected in a month or six weeks.

In this view of his duty, as governor of this Colony and her Majesty's representative, the inhabitants feel it impossible to concur with him. They consider the attempt to convert an old established free Colony into a penal settlement, against the remonstrances of the inhabitants, to be not only injurious, despotic, and tyrannical in itself, but beyond the constitutional prerogatives and recognised powers of the crown of Great Britain. An act of Parliament, in general terms, authorizes the crown, by orders in council, to name any place within or without the British dominions, to which convicts may be conveyed, and to convey them to such place. But, can any one admit that, by virtue of this act, the Queen may convey them into the

private houses of gentlemen in England, or into Lambeth Palace, or into St. Paul's Cathedral, or into France, Russia, China, or Japan?

When the general terms of an act of Parliament are not guarded by limitations expressed in the act itself, common sense, the laws of nature and religion supply the deficiency. Thus the Queen has the power of declaring war, and proceeds to acts of hostility against a friendly power without cause, or to make peace with an enemy on terms utterly disgraceful and ruinous to the kingdom, her *ministers* may be made to answer for it with their liberty, their property, or their lives. There is nothing better known in constitutional history than the *abuse of power*—that is, the exertion of prerogative in the prosecution of objects inconsistent with justice and humanity—objects not expressly excepted in laws written on the fleshy tables of the human heart.

“Of those objects the case now in hand

furnishes an example; and the people here are confirmed in this opinion by the repeated declarations of the present ministers themselves, uttered in Parliament, in the face of the world, and by the clear admission, in their official despatches, *that in no case should convicts be forced upon a colony against the wishes of the inhabitants.*

“In the present case, Lord Grey has violated all those principles. Against the wishes of the inhabitants he has procured the insertion of the Cape among the places to which convicts may be conveyed. Against the remonstrances and protests of the inhabitants, he has ordered a cargo of convicts to be conveyed to these shores. In violation of the promises and pledges given by himself and his colleagues, he perseveres in this measure. For this *abuse of power*, it is hoped that there will be found virtue enough in Parliament and the country to inflict upon him the punishment he deserves.

In the meantime, the inhabitants feel perfectly justified, as men and British subjects,

to meet this *abuse of power* with an unqualified refusal to submit to it. They do not deem it becoming, or expedient, or safe, to wait for orders from the minister, which they have previously determined not to obey, nor to permit any one here to enforce, if they prove to be in any way inconsistent with the demands which they have made—that the convict ship and prisoners shall leave these shores. They are not negotiating with the minister. They peremptorily deny the existence of the right which he has usurped of making the Cape a penal settlement. They declare plainly that they will not submit to the execution of his unconstitutional decree. They require no answer. They will wait for none. And, to the governor, they respectfully represent that they are a portion of the British people, possessing certain rights, which they will not allow either Lord Grey, or any one else, to violate; and that he is the representative of a constitutional and limited monarch, among whose prerogatives that of converting the Cape of Good

Hope into a penal settlement, *against the wishes of the inhabitants*, is not to be found.

Why then should he wait for further instructions from Lord Grey?

The presence of the convict-ship is a wrong, an insult, an injury. It perpetuates the degradation and disgrace of the Colony in the eyes of the world. It diverts the eyes of respectable emigrants, possessing character, enterprise, and capital, from a country to which they were beginning to be generally attracted. It is sapping the sentiments of loyalty in every heart. It endangers the peace of the community, and brings into peril and hazard the property and life of every individual composing it. And for what ostensible purpose? That these unhappy convicts may be kept afloat a month or six weeks longer than they would be if the ship were immediately to depart. For she must go away at last ; and where to?

The colonies to the eastward are by this time in a state of determined opposition,

perhaps not confined to words, which would make the conveyance of ticket-of-leave men thither a mere consignment to destruction. They would not be received. They would not be employed. They would not be supported. Let the Governor and Surgeon-Superintendent, therefore, arrange, without a moment's unnecessary delay, to convey these unfortunate victims of ministerial incapacity back to the authorities from whom they received their instructions, adding, if they think fit, a recommendation that, in consideration of their good conduct and protracted sufferings, a free pardon may be granted to every one of them.

At different meetings held in the Commercial Exchange by the members of the Anti-Convict Association, it was resolved unanimously,—“ That we, the undersigned colonists and inhabitants of the Cape of Good Hope, hereby solemnly declare and pledge our faith to each other that we will not employ, or knowingly admit into our establishments or houses, work with or for,

or associate with, any convicted felon, or felons, sent to this Colony under sentence of transportation ; and that we will discountenance and drop connection with any person who may assist in landing, supporting, or employing such convicted felons. Physicians, priests, judges, and executioners, may discharge their respective functions upon all such men without infringing the 'pledge.'

" That the names of all persons acting contrary to the 'pledge,' after being duly ascertained, be published in the newspapers.

" That it is the duty of all good and loyal subjects of her Majesty at once, from this day, to suspend all business transactions with the government, military, naval, or civil departments, in any shape, or on any terms, until it is officially declared that the 'Neptune,' with the convicts on board, will go away as soon as all necessary supplies for her voyage can be put on board, and that all intercourse and connection between private individuals and his Excellency and heads of the victualling department, shall be dropped from this day."

The Merchants, Auctioneers, Bakers, Butchers, Shopkeepers, and all other good and loyal people dealing only with such private individuals, as they know, and clearly understand to be unconnected with those departments, by or through which supplies, sufficient to afford a pretext for the detention of the convicts, may possibly be obtained:—

“And that the measures already taken for this purpose being too slow for the urgency of the case, it is recommended, that from this moment, all shops and stores shall be closed, as for a solemn fast, except for the accommodation of ordinary private and well-known customers, that his Excellency may no longer be in doubt as to the impossibility of detaining the ‘*Pest ship Neptune*’ within the limits of this Colony.

INDEMNITY FUND.

“We, the undersigned, promise to pay to the treasurer of the Anti-Convict-Association the sums placed by us opposite to our names herein, for the purpose of Indemnifying those persons who have, or shall, suffer pecu-

niary loss by adhering faithfully to the 'Pledge.' " To this the most influential people subscribed £50, and a great number from £10 to £25 each, so that a large sum was raised. The unofficial Members of the Legislative Council all refused to act, and resigned their seats.

A subscription was also set on foot to supply the convicts with extra comforts and luxuries on their departure from Simon's Bay for the remainder of their voyage. This being contrary to the rules of the service, the money was handed over to the authorities in the ship, to be distributed amongst those at the end of the voyage who should be distinguished for good behaviour.

It appears, however, from intelligence just received, that so mutinous and disorderly was the conduct of the convicts in the "Neptune," on her voyage to Van Dieman's Land, that it was almost found necessary for the captain to give orders to fire upon them, and that the highest praise has most deservedly

been awarded to the officers and men composing the detachment of the 98th regiment (who were on board the ship, and have only just returned to the Cape), for their extreme forbearance towards the malefactors, who were landed at Launceston. This fact, if any were wanting, is another convincing proof that the spirited determination exhibited by the Cape Colonists, in resisting such an objectionable importation into their peaceful homes, was highly praiseworthy, and cannot be too greatly applauded by every thinking and right-minded individual.

On the 23rd February, two days after the celebrated "Neptune" had left Simon's Bay for Van Dieman's Land, we sailed out of Table Bay for England. Having the wreck of the "Childe Harold" fresh in our memory, we gave Dassen's Island *a wide berth*.

Nothing particular occurred in our passage across the Atlantic until we sighted St. Helena on the 6th March, and Ascension on the 10th; passed, on the 7th April, between the islands of Flores and Fayal, two of the

Azores, and, after a constant succession of gales of wind, arrived in soundings on the 14th. A slant of wind up channel took us in three days to the Downs, and, on the 18th April, 1850, I landed at Gravesend, rejoiced at finding myself treading once more upon English ground, which it was thought for three months I was never destined to reach again.

APPENDIX.

CASE OF THE MAY-FLOWER.

(See page 73.)

ON the 27th September, the cutter "May-flower," commanded by an Englishman, was attacked in the Canton River, off second bar, by Chinese, in a boat pulling sixty oars, who plundered and set fire to the cutter, after seriously wounding the master and some of the crew,—there being no sufficient force to resist so formidable an attack. The Chinese boat was in appearance what is usually termed a Mandarin-boat, but probably a smuggler; and it is also probable that rivalry in traffic had as much to do in her capture as her actual cargo, which consisted chiefly of opium. Within the last six months, two other vessels of her class, American owned, have been cut off in a similar way; and we have already taken occasion to remark, that however much individual cases

are to be deplored, it can hardly be expected that redress should be demanded by any power in treaty with China.

If foreign vessels will engage in a dangerous and illicit traffic, they must do so on their own responsibility; and it seems by no means unlikely that attempts will be made to cut off all such vessels, and that for reasons we formerly assigned in noticing the case of the "Emma" (*China Mail*, No. 220, May 3), and which we here repeat:—"This sort of traffic (smuggling opium between Cumsing-moon and Canton) was formerly carried on almost exclusively by Chinese boatmen, who arranged with the mandarins to pay a certain proportion of the large sum they received per chest for their non-interference. The amount was fixed, and so long as it was paid, no questions were asked nor risk incurred. The charge, however, was so high as to induce foreigners to place fast-sailing cutters on the river, which as they required smaller crews, and paid no toll to the mandarins, were enabled to carry opium at much lower rates, and thus secured most of the employment. It is not convenient for the mandarins openly to interfere, much less to have so large a revenue cut off; and it is therefore more than suspected that they have planned the destruction of all the foreign smuggling craft on the river, using the Chinese smugglers for the

purpose; and as this is not the first, neither do we expect it will be the last, capture of vessels of the description of the "Emma," the owners of which cannot expect redress from their own authorities, who, on the contrary, are bound by treaty to afford the Chinese every facility for putting down such illicit traffic."

The "Mayflower," it may be remembered, was a short time ago seized for having smuggled goods on board, and being without papers. She afterwards obtained a sailing letter from the Governor of Hong Kong, by virtue of which she hoisted English colours.—*China Mail*, Nov. 8.

ACCOUNT OF THE TEA PLANT.

(See page 168.)

It is planted in rows, and pruned to prevent luxuriancy. "Vast tracts of hilly land (says Sir George Staunton) are planted with it, particularly in the province of Fokien. Its perpendicular growth is impeded for the convenience of collecting its leaves, which is done first in spring, and twice afterwards in the course of the summer. Its long and tender branches spring up almost from the root without any intervening naked trunk. It is bushy like a rose-tree, and the expanded petals

of the flower bear some resemblance to that of the rose. Every information received concerning the tea-plant concurred in affirming that its qualities depended both upon the soil in which it grew, and the age at which the leaves were plucked off the tree, as well as upon the management of them afterwards. The largest and oldest leaves, which are the least esteemed, and destined for the use of the lowest classes of the people, are often exposed to sale with little previous manipulation, and still retaining that kind of vegetable taste which is common to most fresh plants, but which vanishes in a little time, whilst the more essential flavour, characteristic of each particular vegetable, remains long without diminution. The young leaves undergo no inconsiderable preparation before they are delivered to the purchaser. Every leaf passes through the fingers of a female, who rolls it up almost to the form it had assumed before it became expanded in the progress of its growth. It is afterwards placed upon thin plates of earthenware, or iron, made much thinner than can be executed by artists out of China. It is confidently said, in the country, that no plates of copper are ever employed for that purpose. Indeed, scarcely any utensil used in China is of that metal, the chief application of which is for coin. The earthen or iron plates are

placed over a charcoal fire, which draws all remaining moisture from the leaves, rendering them dry and crisp. The colour and astringency of green tea are thought to be derived from the early period at which the leaves are plucked, and which, like unripe fruit, are generally green and acrid."

DESTRUCTION OF CHINESE PIRATES.

(See page 175.)

(From the *China Mail*, Nov. 29, 1849.)

THE following is the Government notification of the proceedings of the late expedition:—

His Excellency her Majesty's Plenipotentiary, &c., has much satisfaction in publishing for general information the accompanying official communication, dated "Chokeum, Cochin China, 23rd October, 1849," from Commander John C. Dalrymple Hay, to the address of his Excellency Rear-Admiral Sir Francis A. Collier, C.B., K.C.H., Commander-in-Chief, reporting the success which has attended the operations of the "Columbine," "Fury," and "Phlegethon," aided by a party of officers and men from her Majesty's ship "Hastings," at the entrance of the Tonquin River, against the piratical squadron under the command of the notorious Shap-ting-sai.

" Her Majesty's sloop *Columbine*,

" Chokeum, Cochin China, Oct. 23, 1849.

" Sir,—I have the satisfaction to report to your Excellency the great success of the expedition you did me the honour to place under my command. Fifty-eight piratical vessels, mounting about 1,200 guns, with crews of 3,000 men, have been totally destroyed by fire; and, by the blessing of God, without the loss of one life of the officers and men under my orders.

" After leaving Hong Kong on the 8th of October, I searched the harbours of Concock, Sattai, St. John's, Mong, Mamee, Sungyue, and Tienpak, and proceeded to Nowchou. From information received there, I determined to proceed to Hoi-how, in Hainan, inside the shoals, and through the junk passage, for I found good pilots, and junks with fourteen feet draught going through, and we drew little more than fifteen feet; Shap-ting-tsai had boasted he would go where English ships dared not follow him. This vaunt I determined to belie. We reached Hoi-how on the 13th, and found the Governor-General Ho, whom I visited at the capital, in great fear of the pirates, and with a most friendly feeling to the English nation. He immediately ordered a Mandarin, named Wong, to proceed with me, taking with him eight war-junks, and I gave him a passage, to prevent delay, on

board the 'Fury.' On the 16th, we reached Chookshan, which the pirate-fleet had left five days before, and we found the same sad story of towns destroyed, men murdered, and women taken away, that mark his track along the coast. On Thursday, the 18th, we fell in with one of his look-out vessels, which, having got into shallow water, was overtaken by the 'Phlegethon,' and destroyed by her boats, under the command of Mr. Simpson, first officer. On the 19th, we reached Hoo-nong, his reported haunt, and found he had gone about twelve miles further, and I feared we had lost him; but that invaluable officer, Mr. Daniel R. Caldwell, impressed me so strongly with the correctness of his information, that I decided on a reconnaissance in the 'Phlegethon,' in spite of our shortness of fuel; and proceeding into Chokeum for that purpose, on Saturday morning, the 20th, saw thirty-seven of the fleet under weigh.

"From seven o'clock until four, P.M., like terriers at a rat-hole, we hunted for the channel. Then a pilot managed to escape from the shore. I proceeded in the 'Phlegethon,' with the 'Fury' astern, and 'Columbine' in tow, over the bar, fourteen feet (mud), and at 4.40 had the pleasure of finding all the ships warmly engaged. At 5.5 Shap-ting-tsai's junk blew up with a tremendous crash, and at 5.30 they had ceased firing. Before

eight o'clock twenty-seven were in flames, and the squadron in position to blockade the river. On the 21st of October, the steamers and boats destroyed twenty-four more; and nine of them gave Lieutenant George Hancock, in a paddle-box boat of the 'Fury,' assisted by Captain Moore, R.M., and Mr. Close, acting-mate, with Mr. Leao, an opportunity of distinguishing himself. Two large junks turned to bay to defend the retreat of the rest, but Mr. Hancock so handled his boat and her gun, that after an hour and twenty minutes he had beaten them from their guns, and carried them by boarding without loss, and then pursued and destroyed the other seven. Mr. Hancock's boldness in attacking, and correct judgment in managing this affair, are worthy of the highest praise; and Captain Moore, R.M.; Mr. N. N. C. Leao, a Brazilian Lieutenant; and Mr. F. A. Close, acting-mate, gave him the greatest assistance.

"On Monday, the 22nd, I proceeded in the 'Phlegethon' and boats to destroy all that were left. We found that the Mandarins had destroyed four, and we finished two others. The low flat islands at the mouth of the river were at times covered with men deserted from the junks, yet afraid of the Cochin Chinese, who had assembled in great numbers to attack them. The ships' boats and small-arm men harassed and destroyed

many by constant fire of shell and grape, whilst the Cochin Chinese destroyed and captured the rest. From the best information, it appears that the fleet consisted of sixty-four vessels of war, which may be classed as follows:—

Class	No.	Guns.	Guns.	Crews.	No. of Men.
1st.....	1 of	42	42	120	120
2nd.....	16 of	28 to 34	480	75	1,200
3rd ...	42 of	12 to 19	672	40	1,680
4th.....	5 of	6	30	30	150
Total...	64		1,224		3,150

“Of these, two small of the third class, and four of the fourth have escaped with Shap-ting-tsai, but without much ammunition; and the Mandarin assures me he will shortly destroy him—now an easy prey. He took with him about 400 men; so that, 1700 having been killed, about 100 more remain to be finished by the Cochin Chinese, who have already sent prisoners to the Mandarins.

“I shall now proceed to Hong Kong with all despatch. I have the pleasure of mentioning the exceeding good conduct of the officers and men during these laborious and hazardous operations. Their unanimity, willingness, and cheerfulness, have made it a most pleasant service, and no plunder, rapine, or misconduct, has tarnished their honour. Major-General Wong, the Mandarin, proved himself a gallant, active, and efficient

ally, and I trust his own government may reward him for his good services. To have Commander Willcox with me is, I feel, to have success. As a friend and an officer he is unequalled, and his ship is in such good order, that I believe there is nothing he could not do. His judgment and gallantry are on an equal footing. Mr. Niblet, of the 'Phlegethon' has handled his ship in a bold and determined manner, and has given me every assistance. As I was frequently obliged to be in the steamers, the command of this sloop has devolved upon Lieut. J. H. Bridges, senior lieutenant, and he conducted her in action on the 20th, with much ability. Lieut. Darnell, senior of the 'Fury,' in command of her boats, has also rendered good service. Captain Moore, of the 'Hastings' Marines, has assisted me most materially in command of that body. Lieut. Hancock and Mr. Chambers, acting mate, in command of the respective detachments of 'Hastings' men have given me much satisfaction; and Mr. Rathbone, midshipman of the 'Fury,' has brought himself into notice for his zeal. I have also to notice the name of Mr. Algernon Woorton, midshipman, a most promising young officer, who has acted as my aid-de-camp, and been very useful on every occasion.

"I have the honour to enclose a list of the

officers employed in the boats, who, I have no doubt, would equally have distinguished themselves, if they had had the opportunity.

"I enclose a journal of my proceedings since leaving Hong Kong; together with some hydrographical remarks, compiled by Mr. Thomas Kerr, acting-master of this sloop, which will, I trust, be of service to commerce and navigation in the Gulf of Tonquin, hitherto so little known. Mr. Kerr, during all this very hazardous navigation, has proved himself a careful and judicious officer.

"Mr. D. R. Caldwell, of the police-force, has again proved his talent as a linguist, his intimate knowledge of the Chinese character, and the thorough correctness of his information. To him, in a great measure, our success is to be attributed.

"Mr. Soames, master of the Hong Kong Company's steam vessel, 'Canton,' did his work well as pilot, as far as he was acquainted with the coast.—I have the honour to be, sir, your most obedient, humble servant,

"JOHN C. DALRYMPLE HAY, Commander.

"His Excellency, Rear-Admiral, Sir Francis A. Collier, C. B., K. C. H., Commander-in-Chief, &c."

OFFICERS OF HER MAJESTY'S SERVICE, EMPLOYED IN BOATS, WITH SMALL ARM DETACHMENTS, AND IN THE "PHLEGETHON."

Captain Thomas C. C. Moore, R. M., 'Hastings.'

Lieuts.—James H. Bridges, 'Columbine;' George Hancock, 'Hastings;' Phillip W. Darnell and Edward A. Blackett, 'Fury;' G. E. S. Pearce Sero-cold, 'Columbine,' slightly wounded in boarding a junk; N. N. C. Leao, 'Fury,' Brazilian lieut.

Masters.—W. H. Williams, 'Fury;' Acting, Thomas Kerr, 'Columbine.'

Matex Acting—Ennis Chambers and F. A. Close, 'Hastings.' Douglass Walker, 'Columbine,' bitten by a snake, while in command of small arm men.

Assist.-Surge.—Dugald M'c Ewen, 'Hastings;' John Murphy, 'Fury'.

2nd Lieut. R. M.—R. G. Halliday, 'Hastings.'

Passed Clerk—J. R. Benifold, 'Columbine.'

Midshipmen—St. George Rathborne and A. K. Ford, 'Fury;' A. G. Woortton, 'Columbine;' T. Phillips, 'Fury;' C. Crowdy, F. A. Handfield and G. R. Harvey, 'Columbine.'

Masters Assist.—F. J. Freshfield, 'Columbine;' W. Hussey, 'Fury.'

We learn by the latest advices, that the pirate

chief, Shap-ting-tsai (whose fleet was recently destroyed by the English men-of-war, in the Gulf of Tonquin), had given in his submission to the Chinese government, on terms which secured office to himself and his lieutenants, and amnesty for his followers. He is now a mandarin of the fifth grade. His followers are pardoned, and " affectionately admonished to return to their homes, and endeavour to become good subjects."

On the 4th of March, Captain Lockyer, in the *Medea* (acting on the requisition of the Chinese local authorities), attacked and destroyed, in Mirs Bay, a fleet of thirteen piratical junks, mounting from eight to eighteen guns each. Two hundred and twenty of the pirates were killed, and twenty captured; six hundred made their escape under cover of night. Captain Lockyer accomplished this service without a casualty of any kind on our side.

THE CONVICT QUESTION AT THE CAPE.

(See page 234.)

SINCE my remarks on the above subject were written, my attention has been drawn to the opinions expressed by Lieutenant-Colonel Napier, in his " Excursions in Southern Africa," and as they

so precisely accord with my own sentiments, I offer no apology for introducing them in this place.

The gallant Colonel (who took an active part in the late Kaffir war,) observes:—

“As the last portion of this work was going through the press, the recent ‘Convict Question at the Cape’ attracted a renewed degree of interest with the Public, from the decided opposition evinced by the inhabitants of that Colony, to a decision exposing the British Government not only to the imputation of having endeavoured to enforce an arbitrary and unconstitutional measure, but likewise to a breach of faith towards the inhabitants of an important and hitherto loyal portion of Her Majesty’s dominions. This step has not only excited in that Settlement the utmost consternation, but has—in a frenzied moment of despair—fairly driven it to the very brink of actual rebellion; most seriously compromising, at the same time, a brave and devoted servant of Her Majesty, who, on the most solemn assurances from the highest quarters, had pledged himself towards the people whom he governed, that the Cape of Good Hope should not be thus converted into a second ‘Norfolk Island.’”

“We shall not,” says an influential publication of the day, “enter into the question of the right of the Mother Country to force a

Convict population upon any Colony of the Empire, or whether a conquered Colony is so entirely at our mercy, that we can have the right to deprive the Dutch Colonists of their slave labour, paying them a trifling compensation for their loss, and then supply them with Convict labour, equally against their will; or whether the compact made with the Parliamentary Emigrants in 1820, that the Colony should never be the receptacle of Convicts, is not binding towards their descendants: but we do protest against the plea of the expenditure of one or two millions in the late Kaffir war, '*as provoked by the Colonists,*' giving the Mother Country the right to make the Cape a Convict Colony. Such a plea is very like adding insult to injury; for how stands the matter?"

With respect to this accusation brought against the Settlers, of having been the cause of the last or *any* previous Kaffir war—it is a charge assuredly without any foundation. These wars—as I shall, in the course of the present work, very clearly prove—these wars originated in the most mistaken course of policy, obstinately pursued towards a set of faithless and rapacious savages, who were constantly tempted to plunder the Colonists with impunity, owing to the unprotected state in

which the whole extent of the Eastern Frontier has invariably been left.

Now, as to the "Convict Case" itself, it stands briefly as follows: when the question was first mooted, of converting the Colony of the Cape of Good Hope into a penal settlement, Sir Harry Smith strongly remonstrated against such a step. In reply, he received an assurance from the Colonial Secretary of State, that this measure should not be carried into effect without the concurrence of its inhabitants; which assurance was accordingly communicated to them, and apparently quieted their apprehensions; for their dissent to the proposed "experiment" had been openly and unanimously manifested. However, ere the expression of such sentiments had possibly time to reach England, a vessel was thence despatched to Bermuda, with instructions to convey from that island a certain number of convicted felons, for the purpose of being deported and landed at the Cape of Good Hope.

Such is a concise summary of the various circumstances which have led to so unprecedented a state of affairs in that distant part of the world; a proceeding which—with very few exceptions—has been most severely animadverted upon by the whole of the British press.

On the other hand, it has been asked, "Of what use are our Colonies?" And "What are we to do with our Convicts?" I would reply, that in the present over-peopled and starving state of the Mother Country, "Emigration"—not "transportation"—would be the most useful and legitimate purpose to which a Colony—as yet but thinly peopled—and blessed with a fine healthy climate—could, under existing circumstances, be applied; but that most assuredly the prospect of being amalgamated with the outcasts of society holds out but a faint encouragement for Emigrants—having the least claim on respectability—to repair thither. As regards the right or justice of such a measure, to compare small things with great, it may be asked—supposing always such to be within the bounds of possibility—if, in order to remove from certain wretched quarters of the metropolis, that pestilence which for some time past has been decimating their squalid inhabitants; if for the accomplishment of so salutary an object, it would be considered justifiable to turn the course of those drains, cesspools, and other sources of contagion, whence the above fearful visitation is supposed to have emanated, into an entirely new channel—say along Carlton Terrace, St. James's, or the fashionable regions of Belgravia? I will ask—should the possibility of such a contingency occur—whether the inhabitants

of those favoured parts of London which have hitherto, comparatively speaking, been free from infection, whether they would, with patriotic satisfaction, hail the boon thus gratuitously thrust upon their acceptance, for the exclusive benefit of another portion of the community, or whether they would indignantly reject the same?

Supposing, as a further sanitary precaution in favour of the infected districts, it were proposed to make the various metropolitan grave-yards yield up their mouldering and putrescent contents, and to pile up this festering mass at the threshold of certain buildings in Downing Street, whence have emanated those philanthropic resolves so kindly manifested towards the Colonists of the Cape—what would be the result of such benevolent—of such well-meaning intentions? I will tell you. The strongest remonstrances and universal dissatisfaction would be the immediate consequences; and the malcontents, not being strong enough to oppose these obnoxious measures, would, as far as lay in their power, desert their hitherto salubrious and unpolluted abodes; whilst such as had the imprudence to remain might, in all probability, become speedily tainted with the “prevailing epidemic.”

I will ask: Would such a scheme as the above be for a moment tolerated, or even listened to?

And yet the case in point is perfectly parallel ; we are proposing to turn those foul channels, replete with moral filth, from the spot which has given them birth, and to inundate, with their revolting contents, the rural and hitherto uncontaminated pastures of Southern Africa !

What then is the produce likely to ensue from such a "dressing ?" I can tell you. An Upas tree will be engendered, whose deadly shades must inevitably scare away not only future emigration, but likewise drive the actual Settlers at the Cape to follow an example already provoked by the infliction of previous injustice—to abandon their adopted homesteads, and to avoid contamination, by flying for safety to the boundless wilderness !

RECENT OCCURRENCES IN CHINA.

SINCE the arrival of the February mail, it has been reported, and partially believed, that the Portuguese Government is sending out a strong naval force, and 3,000 troops, with a view to obtain satisfaction for the murder of the late Governor of Macao. It is alleged that Portugal pawned Goa to the East India Company for £150,000, and that this fund furnishes her with the sinews of war. The English papers received by the *Mail*

mail take no notice of this expedition, and we have doubts as to the truth of the report. One thing is certain, a Portuguese frigate of 44 guns arrived at Singapore early in this month; at Macao, she is looked for daily. This vessel brings out the new Governor.*

The city of Canton, and the neighbouring towns and villages, are afflicted by a malignant fever. It is commonly called typhus. Some European physicians are of opinion that it is akin to the yellow fever of the West Indies; others think that it resembles the plague which desolated London two centuries ago. The disease is said to be fatal invariably; its victims linger three or four days, though, in some instances, they have died in twelve hours. More than one European doctor would cheerfully tender their services—but the Chinese are obstinate in their adherence to old custom—old ignorant quackery. This distemper has not made its appearance at the Factories.

DEATH OF THE EMPEROR OF CHINA.—Shortly after I left China, died, on the 25th of February, the Emperor of China, Tau-Kwang (the Lustre of Reason), in the 69th year of his age, and the 30th of his reign. The Foreign Consuls at Shanghae received from the authorities there, on the 20th of March,

* He died shortly after his arrival at Macao.

an official notice that his Majesty the Emperor "had departed upon the great journey, and had mounted upwards on the dragon to be a guest on high." The nomination of a successor rests always with the Emperor, and, before his death, Tau-Kwang decreed that his fourth and only surviving son should succeed him. He ascended the throne the day of the Emperor's death, and is to reign under the title of Sze-hing. He is only nineteen years of age. Keying, the former Viceroy at Canton, is appointed his principal guardian, and will no doubt hold a high and an influential position in the cabinet. It is not likely that any material change in the policy of the Government will take place, but from the enlightened character of Keying, and his knowledge of foreigners, the tendency of any new measures will probably be towards a more liberal course. The customs and prejudices of the people, and their tranquillity, will of course, however, always occupy the chief consideration.

MISSIONARY LABOURS IN CHINA.

CHINA being now opened, as it is considered to be, to the rest of the world, the European public are anxious to obtain as much information as pos-

sible relative to the Celestial Empire. The following particulars respecting the labours of the Missionaries in that country, were lately communicated in two lectures, delivered at the Town Hall, Brighton, by Mr. Fairbrother, a gentleman who has recently returned from the "Flowery Land."

Mr. Fairbrother commenced by stating that he had resided a considerable time in various parts of China, but had been compelled to return to England on account of ill health. He then expressed his desire that the Gospel might be extended to the Chinese nation, and he fervently hoped that it would be, through the exertions now made in this country to send forth missionaries with the "Book" (the Bible) in their hand, to convey the joyful tidings to a nation so deeply plunged in idolatry as the Chinese were. He then proceeded to give some account of the opinions entertained by the Chinese themselves, especially those of their literary men. They divided history into three parts:—1. The first, which they regarded as little more than fabulous. 2. The probable. 3. The certain. (This agrees pretty well with the three grand historical divisions made by Europeans.) He thought that formerly the more learned Chinese entertained ideas of the "Most Highest;" but these seemed to have been

lost sight of by the Chinese of the present day, and idolatrous worship was very general.

Mr. Fairbrother thought that the tranquillity of China might perhaps be attributed a good deal to the almost universal education of the people, of which he proceeded to give some instances. The missionaries had begun to cast type in the Chinese character, hoping, through the instrumentality of the press, to promote the circulation of the Gospel, when one day a Chinaman came into the place where the type was being cast, and observed that they were casting the same sort of moveable type which they (the Chinese) had in the interior of the country! At first, this was treated as a mere idle story; but subsequently some missionaries penetrated further into the country, and at a certain place they found a person in possession of many thousands of moveable type, beautifully cast in brass, and the workmanship of which was far superior to that which the missionaries had cast. They offered the owner of this moveable type £1,200 for the property, which he refused, and the purchase was abandoned, as the missionaries did not feel themselves justified in offering a greater sum.

Throughout China there were a great number of charitable institutions, under the patronage of the Emperor, but supported by voluntary contri-

butions. Some of the buildings of these institutions were very large and very ancient, but the institutions themselves were in some cases far more ancient than the buildings. For instance, one had been founded eleven hundred years before Christ; another, two hundred years before the Christian era. Some of these institutions were what we call Humane Societies, established for the restoration of persons in danger of being drowned; and Mr. Fairbrother gave some details relative to these establishments. Others were institutions of universal benevolence, for the support of the sick and poor, and especially of orphans. He described China as amazingly populous. Go in what direction you might, you were astonished at the vast multitudes of people. Yet there were no roads; only footpaths over the whole empire; and along these footpaths persons of distinction were conveyed in vehicles resembling our sedan-chairs. At stated periods, a census was taken of the whole population. It was done in this way:—Every housekeeper was ordered to write on a black board, suspended at his door, the number of inmates in his house. On a certain day, the tything-man collected these boards from every ten houses. He then handed the boards over to the street officer. He gave them to the officer of the district; and he gave them to the

governor of the city, who forwarded them to the governor of the province, by whom they were forwarded to the Imperial Government—so that great reliance might be placed on these statistical returns. By the last census the population of the empire amounted to 361 millions (in round numbers).

We must here pause a moment. The *Westminster Review* for October, 1849, says that "With regard to populousness, the evidence is tolerably conclusive that there is no part of China so densely populated as the county of Middlesex, or the department of the Seine" (in France); and there is evidence, we think, that China is by no means so populous as it once was. Lieutenant John Ouchterlony, who penetrated into China after the war, says (page 476), "The appearance of Nankin from the summit of the Porcelain Tower was somewhat disappointing—fully four-fifths of the space enclosed by ramparts revealing to us only a tract of cultivated land, instead of the teeming mass of buildings which we had been led to expect;" and most of the houses themselves are only one story high. The walls of Peking enclose many void spaces, destitute of habitations, with fields and gardens devoted to the growth of vegetables.

Mr. Fortune (*Wanderings in China*, p. 294),

says, "It would be ridiculous to assert, as some have done, that even the greater part of China is under cultivation. On the contrary, by far the greater part lies in a state of nature, and has never been disturbed by the hand of man. I am anxious to state this fact in express terms, in order to set those right who have been led to believe that every inch of land in the empire, however bleak and barren, is under cultivation, having given way to Chinese labour and skill. I myself, before I visited China, was under the same impression; but the first glance at the rugged mountainous shores soon convinced me of my error." The supposed general scarcity of food in China is equally incorrect, as many hitherto entertained notions. Rice is seldom imported, and "it is sometimes a difficult matter to get through the streets for the immense quantities of fish, pork, fruit, and vegetables which crowd the stands in front of the shops. * * * I believe that in no country in the world is there less real misery and want than in China. The very beggars are a jolly crew, and are kindly treated by the inhabitants."

Mr. Fairbrother stated, however, that some cities in China contained three millions of inhabitants: others two; and many of a million each. One thing struck us with peculiar force; that every vessel that arrived in China with food of any kind

was wholly relieved from any duties, or customs whatever.

Mr. Fairbrother said, that he had penetrated further into China than any other modern European, and described the Chinese language and the characters of their alphabet, or rather the signs of their language. There were 80,000 of these characters, which originated in the representation of actual objects, as that did which represented the sun, or a man. The representation of tea was the actual representation of the tea-plant. This written language or character was exactly the same throughout China; but the language spoken varied in every province, and often more frequently. Thus, if a man were to read the written language, he would perfectly understand it, but he would call it—tea, for instance—by a name which none but those of his own province or city would understand. Mr. F. then gave specimens of the various names, as spoken, by which tea would be called, though the written character always remained the same. There was, consequently, an universal written language, whilst spoken language was exceedingly diversified. Aware of this fact, the missionaries had had the Scriptures translated into the universally written language, and it was through this medium chiefly, it was hoped, the

Gospel would, in the end, be spread over the vast Chinese empire.

At Shanghai, the missionaries had a chapel in which services were performed thirteen times a week, and in four different languages. So successful had their labours been, that another chapel was about to be built. The missionaries, on enquiring if they might go out of Shanghai into the country, were told by the governor that they might go if they returned within twenty-four hours. "And what if we do not?" asked the missionaries. "If you do not," replied the governor, "you will be brought back to me in a wooden cage." "And what then?" rejoined the missionaries. "I shall then send you home," replied the governor. But this was all said in a tone that intimated that he should treat them kindly, even if they transgressed the laws. But the missionaries generally acted so as not to violate them. Mr. F. then described a journey which he, accompanied by Dr. Lockhart and Mr. Medhurst, took up the river into the country. They left their boat, having written their names on it so as to know it again, and went on shore at some place where they found an immensely large fair going on. He could never ascertain exactly what place it was; but the number of people was very great.

"The number of boats in the river was incalcu-

lable, and great bustle prevailed. They distributed a number of tracts among the people, and then ascended a mount, from whence they had a view over a very extensive level country; and, on the extreme verge of the horizon, they saw another large city. This they resolved to visit, if possible. They accordingly proceeded towards it, passing as they approached vast numbers of cottages, in which the people were busily pursuing their vocations. There are no factories in China, but all the beautiful works produced were executed in the cottages of the people—all the weaving, dying, &c., was done at home in those cottages. At length they reached the main street, about eight feet wide, of the city. The shops, gilded and painted, looked very fine; but they were soon so completely surrounded by the people that they could neither move forward nor retreat. The people viewed them with the greatest curiosity, and they were probably the first Europeans they had seen. In order to get liberated from the crowd, they consulted as to what was best to be done, and Dr. Lockhart said that he would address the people. He did so, saying that they—the Chinese—considered themselves as the most polite people in the world, but that they—the missionaries—had no proof of it; for they were so hemmed in that they could neither retreat nor advance.

Upon this the people withdrew, so as to leave the missionaries more space, but demanded at the same time, where do you come from? What do you want here?" "We cannot inform you of anything," replied the missionaries, "in the street. Take us to some quiet place, and we will tell you all." They were then conducted to a very large temple, in which stood the three images of Buddha, before which the priests were burning incense. Arrived at this place, a fine old man addressed them, and asked from whence they came, and what were their names? Dr. Lockhart replied that they came from what the Chinese called the west country, and that his name was Lockhart; mine, Fairbrother; and that the name of the third was Medhurst, and that in his own country he was called what the Chinese would interpret a good talker.

Some time afterwards, a young man came to Shanghai from a distant city in the interior, and informed them that a tract had fallen into his hands, and he wished to know if it were one they issued. They told him it was, and he replied that it contained more important things than he had ever heard of before, and that he had come to them to seek further information. This young man continued to reside at Shanghai, and became so convinced of the truth of the Gospel, that he

expressed a wish to be baptized. It was, no doubt, most desirable that natives should become missionaries; but the English missionaries were very cautious as to the employment of them, and, before they did so, it was most important to ascertain whether they were really and thoroughly convinced of the great truths of Christianity; for plenty of men might be obtained who, for about fivepence a day, would read and speak of the Gospel, just as they would read or speak of the writings of Confucius.

The Chinese generally spent their evenings in tea-shops, many of which were fitted up in a rather handsome way. Here they met to gossip and drink tea. One evening, as the missionaries accidentally were passing by a tea-shop, he observed the young man he (Mr. F.) had spoken of, reading aloud the Gospel to the people in the tea-shop, and expounding to the people Christ's Sermon on the Mount. Upon this hint the missionaries had since acted, and they, too, went to the tea-shops to teach the Scriptures. This young man at length expressed a warm wish to return to his native city, that he might see his aged father before he died, and others of his family. The missionaries accordingly provided him with a good supply of tracts, and he set off to return to

his own home. He had not been gone long, however, before he came back to the missionaries, and informed them that his father had shut his door upon him, and that his three brothers had told him that the new doctrines had driven him mad.

TABLE OF DISTANCES FROM VICTORIA TO
MACAO VIA CAP-SUY-MOON.

	Miles.
Victoria to the Throat Gates, or entrance to Cap- suy-moon	6
Throat Gates to Saw-chow	10
Saw-chow to Macao	22
	—
	38
	—

The same viâ the Lantau Passage.

Victoria to Chung-chow	10
Chung-chow to S.W. point of Lantau	10
S.W. point of Lantau to Macao	17
	—
	37
	—

FROM VICTORIA TO CANTON.

Victoria to the Throat Gates	6
Throat Gates to Toonkoo Islands	11
Toonkoo Islands to Bogue Forts	28
Bogue Forts to Second Bar	12
Second Bar to Blenheim Reach, Whampoa	10
Blenheim Reach to Canton	13
	—
	80
	—

FROM BOGUE FORTS TO MACAO.

Bogue to Lankeet	7
Lankeet to Kee-ow Point	15
Kee-ow to Nine Islands	11
Nine Islands to Macao	6
						<hr/> 39
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THE END.

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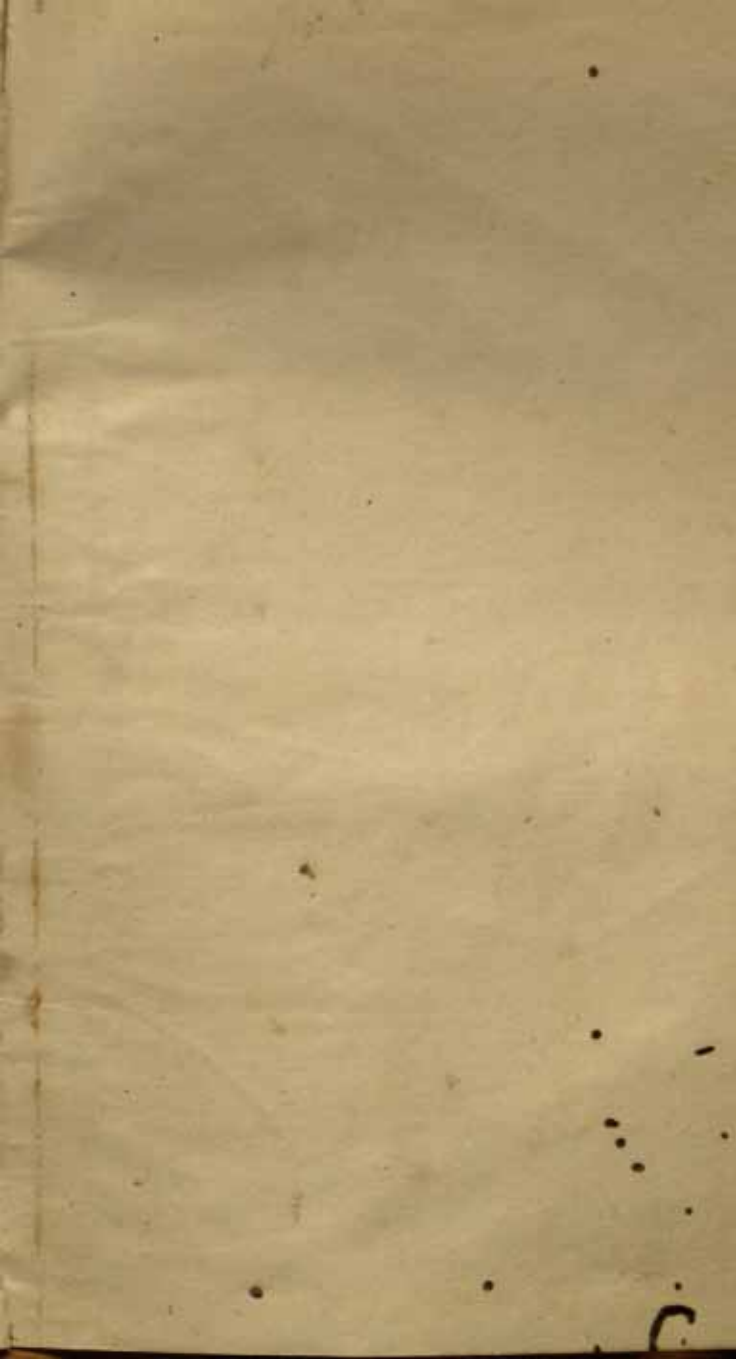
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