

Peguan army could make it smaller. Maháthammarájjá, therefore, requested four priests to go forth and hear what the king of Pegu had to say. He showed them his scaling ladders and mounds of earth, and told them, that if his brother did not come to see him, he could cause his soldiers to take each a handful of earth from the mounds and fill up the city in a single hour. The priests conveyed this intelligence to the governor, who said to his nobles, 'I have waited beyond the appointed season for assistance from the emperor; the Peguan army is immense; the noise of it is like the noise of a hurricane; I must either go, or the city be trodden down, the priests and people all destroyed, and our religion brought to ruin. If the emperor is displeased, I shall only die alone, which is better than that all should perish.' On Saturday morning, the 5th of the waning moon of the 2d month, he went forth to meet the Peguan monarch, who required him to collect his army, elephants, and horses, and in seven days be ready to accompany him on his march. He collected 30,000 men, the march commenced, and they proceeded, and pitched their camp at Nakhónsawan. Intelligence of these matters reached the ears of the lord of the white elephants, who was much disconcerted. He called on Ránésawan, Phýáchakrí, and Suntónsongkhram, the three nobles who had volunteered to defend the country, to know what they would do in the existing emergency. They determined to wait the approach of the enemy and then make a desperate assault. The Peguan king learned from the governor of Pitsanulók, that his request for two white elephants was not granted, because these three men had undertaken to defend the country against any invasion by him. He compared them and their undertaking to a short legged rabbit who undertook to fathom the ocean, and a short winged bird who engaged to fly across the ocean with Phýákhрут. [This is a fabulous monster, often referred to in Siamese writing as real, having a human body, the bill and wings of an eagle, &c.]

911. The enemy approached Ayúthiyá; the king perceived the army was too powerful for him to attack, and all attention was directed to defence rather than to assault. The Peguan monarch sent a message, inquiring why the Siamese king did not come forth to attack him, as a matter of amusement, or if he had determined not to fight, why he did not come forth, and at least hold a parley with him. The lord of the white elephants found no way of escape; the next day, therefore, he went forth in state, and was received with much civility by the king of Pegu, who detailed the cause of his visit, and, as some compensation for all the pains he had taken, now requested four white elephants, instead of two. He also begged to take prince Ránésawan and adopt him as his son. He added, moreover, Phýáchakrí and Suntónsongkhram to his requests, all of which, under existing circumstances, were readily granted; and he then returned to Pegu.

*Note.* Under date of Nov. 4th. 1836. our Correspondent at Bankok thus writes to the editor: "The subject of orthography to which you refer, has been a matter of discussion, but it is one of much difficulty. You say in your note (in the Re-

pository for June), that the consonants most surely are not, in my communication, always as in English. This is true in relation to *j* in *rájá*. The Siamese have no *j*, but a sound which so much resembles it, that, as *j* has almost universally been used for it, I have used it not altogether inadvertently, and as most likely to be readily understood. That sound would properly be represented by *ch*, aspirated: thus *ráchhá*, though more awkward, is a more correct representation of the Siamese pronunciation than *rájá*. The word which you suppose should have been written *rájá Tirát*, should, notwithstanding, be written *Rájáthirát*, as a personal, and not an official name. 'Prince *rájá*,' which you suppose is like 'Mr. Capt,' is, nevertheless, rather like 'Mr. Prince,' 'Captain King,' the official name having been converted into a proper one. There is one further explanation I wish to make. The Siamese have no sound equivalent to our *th*, as in *this*, *them*, *theory*, &c., but whenever I use *th*, in spelling Siamese words, I use it for *t*, aspirated. The same is true of the communication, to \* \* \* \*. That translation was made more than 150 years ago, and the book which contains it is exceedingly scarce. There is one copy in the 'Penang library,' which was kindly loaned me by the librarian, from which that was extracted. The whole is frequently rehearsed in Siam by the priests as a sermon to their auditors, and is a pretty fair specimen of the discourses they give to honor Budha, and themselves. I commit it to you to extract or review, or to do any thing with it you please. In my communications, I am not without the hope that they may be interesting article of reference to students of Siamese literature, and on this account I introduce more geographical names, with the Siamese orthography, than I otherwise should. Those who read of a country wish, not simply to know the location of places, but how the natives call them. I recently purchased a map of Burmah, Siam, Cochinchina, Tonking and Malaya, published by James Wild, geographer to his majesty, London, 1832. The number of places put down in Siam is considerably numerous, but almost of all them are Burman, and evidently taken from the *dictum* of some Burman traveler. Should I ask a Siamese where such and such places are situated, taking this list as my guide, he would be confounded, and tell me there were no so such in his country." Our laborious and persevering Correspondent is entitled to our best thanks for his continued communications. That "to \* \* \* \*" is the life of Thevetat, translated from the Pali, and contained in Monsieur De la Lovere's history of Siam, which work we have, and hope to notice it in due time. There are some points in the orthography which still need explanation: why, for example, is prakhang written for praklang, phraklang, or p'hraklang? Maulmein for Maulmein?

ART. III. *Remarks on the diplomatic relations with Cochinchina, undertaken by the government of the United States, with a statement on the subject from an officer of the king.*

HITHERTO the attempts to establish diplomatic relations between the nations of the east and the west, have, with few exceptions, proved unsuccessful. Sometimes, indeed, they have not only not succeeded in accomplishing any good, but by bad management they have tended to produce and to perpetuate evils, exciting and fostering suspicions, jealousies and bloody strifes. Contemplating them under such circumstances, the casual observer has been ready to deprecate all similar enterprises, and to dissuade from every attempt to establish

friendly relations. If, in future, the same line of procedure must be pursued, and under the same circumstances, it would be wise to desist from new attempts, since they will probably, lead only to new failures. But if the causes of past ill-success can be shown and henceforth avoided, and likewise a course marked out well-fitted to attain the desired end, then, surely, a duty remains to be performed. As among the members of civil communities, so among nations, rules and laws mutually recognized and obligatory are indispensable for maintaining friendly intercourse. Great as the difficulties may have been hitherto, in regard to eastern nations, they are not insurmountable, nor ought they to prevent renewed attempts. The day will come when treaties, "mutually beneficial," clear, definite, and well-understood, will be duly ratified and faithfully maintained, between governments dwelling in the remotest parts of opposite hemispheres.

Both France and England have had their diplomatic missions to Cochinchina. Some four or five years ago, the government of the United States of America, at the suggestion of one who is desirous as many others are to see friendly relations established with the eastern nations, directed an expedition to be fitted out to visit the court of Cochinchina, and other places. The following notices of the visit to the court of Hué, are taken from the Canton Register for December 16th, 1833. The United States' ship Peacock was employed on the occasion.

"This vessel left Lintin, where she had remained for about six weeks previously, on the 29th December 1832; being under the command of captain David Geisinger, and having on board Edmund Roberts, esq., as an envoy from the president of the United States of America to the courts of Cochinchina and Siam. Her first destination, after leaving China, was the bay of Turon, the nearest safe anchorage to Hué, the capital of the former kingdom. But, after gaining sight of this port, strong northerly winds, accompanied with a cross sea, and rapid northerly currents of about sixty miles a day, drove the vessel so far to leeward, that after three or four days of unsuccessful beating, she bore away for the next safe harbor, that of Phuyen, where she cast anchor on the 5th Jan. 1833. This fine harbor, though badly delineated on the charts, is well described by Horsburgh. It contains three distinct anchorages, two of which are considered perfectly safe in all seasons. Their names are Shandai, Vunglam, and Vungchao. The anchorage of Shandai, near the mouth of the harbor, is very much exposed, and the surrounding shore affords no fit landing place, owing to the surf. Vunglam, which is two or three miles further in, is the principal anchorage, being easily accessible, and affording complete shelter to the native craft, by which fishing and the coasting trade are carried on. It is opposite to a small fishing town, which contains, together with the houses scattered over the surrounding fields, about 3,000 inhabitants. The third anchorage, that of Vungchao, is six miles to the northward and eastward of Vunglam. It is little frequented by the native craft, because it requires a circuitous sail of two or three hours to reach it, while Vung-

lam possesses all requisite shelter for small vessels. To ships, however, it would afford a fine anchorage in the northerly monsoon, being entirely surrounded by hills, which render it perfectly smooth, whereas the anchorage at Vunglam is very uncomfortable, owing to the ground swell that prevails throughout the winter, during the greater part of the day. The anchorage at Vunglam, where the Peacock lay during the whole time of her stay, is in lat.  $13^{\circ} 25' 20''$  and long.  $109^{\circ} 13'$ . The entrance to the harbor was rendered conspicuous by the large number of fishing boats which lay opposite to it, with their nets out. They go out before day light, and remain till market time, about four in the afternoon. When leaving the harbor, we counted of these fishing boats and the coasting vessels no less than two hundred sail at one time.

"Shortly after our arrival, an old man came on board, whom it certainly was not easy to discern to be the chief of the village; his only mark of distinction from the fisherman, in whose boat he came off, being a shabby silk dress. The dignity of the old gentleman (accustomed as he was to sit cross-legged on a dirty bamboo settee, no way comparable to the well-scrubbed deck of a man-of-war) was however much hurt, because a chair was not immediately offered him, on the quarter deck. When this was perceived, he was forthwith seated at a table on the gun deck, and the implements of writing being procured, a manuscript conversation took place in Chinese, which language is written in Cochinchina, as in the various provinces of China, though so differently pronounced, as when spoken to be perfectly unintelligible. The old man conversed for some time in a lively and communicative manner, not wholly forgetful however of his own dignity. But his day was soon over; he fell into disgrace for having delayed to report the unwonted arrival of a foreign ship of war; and an officers of much superior rank came into his place: when we afterwards saw him, he stood like a menial servant behind the couch on which we sat. This old man, though in appearance so mean, afforded no bad specimen of the general appearance and dress, not only of the people, but also of the officers of the middling ranks. Of the higher ranks we saw but one specimen, a provincial judge, who paid one or two visits to the ship. Their ordinary dress is nearly the same as the Chinese, consisting of loose trowsers and upper dress; over which the officers and gentry, when going from home, or receiving visits, put a longer cloak, or surtout, of silk, which reaches below the knees. Shoes and stockings are not in common use among the people, and even the gentry dislike the use of highheeled shoes, preferring sandals or slippers. The hair is worn long and tied in a not on the back of the head, being kept up by a turban, usually of black crape, among the men, and, so far as our observation went, of white native cotton among the women. The poorer men who cannot afford crape, used colored cotton. No part of the hair is shaven.

"We had been two days in port, when deputies arrived from the capital of the province, and the political correspondence with the court then commenced. A delay of some days was occasioned at

the very commencement, by two important errors in the first official document, which the officers who forwarded it neglected to point out, although they appeared conspicuously on the outside. These errors were (1) the application of the title of king, instead of emperor, to the mighty potentate who sways the sceptre of CochinChina; and (2) the use of one of the names by which the country is generally known in place of a less familiar, but more classical one, which the reigning family has chosen to adopt. Other deputies came afterwards from Hué, which to an official personage is five or six days' journey from Phuyen (or Fooyan), though often traveled by the expresses in three. The common method of traveling here, among the rich, is a kind of palanquin, made of net work or woollen cloth, somewhat resembling a hammock in appearance, which is hung by the two ends to a long stout pole. This is borne by two, four, eight, or more, bearers, according to the rank of the owner. The attendants of officers, and the people in general, ride on horseback, there being large numbers of a small lively breed of ponies in the country. A few elephants follow in the train of official personages, apparently for show, rather than for use. The small parties of military which came to the place as escorts, appeared well disciplined, in comparison with their neighbors the Chinese and the Siamese. They were, however, very troublesome to us. The timid jealousy and bigotted national exclusiveness of the court of Hué, or some other latent cause, placed numerous hindrances and vexatious delays in the way of the mission's proceeding to the capital, in consequence of which, after about five weeks' stay at Phuyen, the negotiations were broken off by the 'Peacock's' departure for Siam, without having effected any of the objects of her voyage, in relation to CochinChina."

In 1835, the same diplomatic agent was again dispatched from his government; and after visiting the Persian gulph and other places, and exchanging copies of a treaty with the king of Siam, he once more touched on the coast of CochinChina. But on account of his own sickness, and that of others connected with the expedition, he again effected nothing. The Peacock and Enterprisé, the vessels employed on the occasion, arrived in Macao roads, the 25th of February, 1836. Mr. Roberts died soon after, and the diplomatic agency terminated, there being no one appointed to act in his stead. Not many months after this, a vessel, belonging to the king of CochinChina, arrived off Macao, having on board an envoy from the court of that country. During her stay there, she was visited, among others, by an American gentleman. The envoy improved the occasion to inquire for the hasty departure of the vessels, which had visited his country. To satisfy those inquiries, in some measure, a translation of the following note was put into his hands.

"The Americans are a people who navigate the four seas, and have friendly relations with other nations. Having never been able to trade with your honorable kingdom, they have, therefore, twice sent an envoy to make arrangements for a commercial intercourse between CochinChina and the United States. This is on record. Were the trade well conducted under the

laws of your honorable country, it would be advantageous to both nations. The Americans, therefore, deeply regret that their efforts have not succeeded. And we desire to ask your excellency, what are the reasons which have prevented the conclusion of a treaty, and the settlement of a tariff, for the regulation of the trade. On receiving your excellency's answer, we shall be most happy to transmit it to our native country, together with any other information you may wish to communicate; and we hope that, in future, all obstacles will be removed, which may hinder the establishment of friendly relations between your honorable country, and the merchants of our native land."

The envoy, who is styled, *kungfoo yuen waelung*, under the *hwongte* of *Ngannam*, (so he wrote his own title, and that of his sovereign, and the name of his country,) gave the following reply.

"On a former year, a ship from your honorable country arrived at the port of Yingling, belonging to Fuhngan, in CochinChina. At that time, being superintendent of trade, I sent deputies to congratulate those who arrived, and to make the necessary arrangements to receive them. But the writing and speech of the parties not being the same, the interchange of thought was slow and difficult. With regard to commerce, it seemed desirable to have a clear understanding, and as superintendent I was engaged in preparing the requisite credentials; but before they were ready, your country's vessel left the port. Again, during the third month of the current year, vessels arrived from your country, and anchored in the port Toseang, near Kwangngan; and as on the former occasion I sent deputies to congratulate them. But though the messengers often repeated their inquiries, they obtained no answer; when unexpectedly, without announcing their intention of leaving, the ships departed. Thus suddenly, twice they arrived, and twice they went away, empty as they came! Was it not, indeed, labor lost? Soon after my arrival at Macao, on public business, you, gentlemen, being on board, made inquiries respecting these particulars. But because our conversation was not intelligible to each other, I have written out the preceding statement, and present it for your information, to enable you clearly to understand, that it was my intention, as superintendent of commerce, to manifest the tender regard which my august sovereign cherishes towards those who come from afar; and that there was no disposition to treat them with incivility."

Granting the statement of his Ngannamese majesty's officer to be correct, and we see no reason to question its accuracy, the causes of failure in the diplomatic mission from the United States are evident. It is apparent also, that, in future, the same or similar causes may be avoided. Ignorance of the languages, manners, customs, usages, and laws, of eastern courts, is one of the principal causes which have operated against a successful issue in the negotiations of those European ambassadors and envoys, who have been sent thither during the last two or three centuries. In the second visit of the diplomatic agent, he seems to have had no means of communicating with the messengers sent from court. We are aware that the French language is spoken in CochinChina: a native of that country, who was in Canton three years ago, had been in France, and there educated for "priest's orders" under one of the Romish missions; but excepting special cases of this kind, we suppose the French is spoken in CochinChina, as the English is in Canton, most barbarously, and unintelligibly, except in simple matters of barter. In the first visit a

translator, equal to the task, was secured, but on terms which ought never to be named. There were other things, such, for example, as articles to be given as presents, which might have been provided on a much better scale.

The present king of CochinChina, Mingming, or "Illustrious Fortune," succeeded to the throne of his father in February 1820. He is represented as being more anxious to cultivate intercourse with foreign nations than his predecessor; and he has, it is said, reduced the duties on foreign vessels, frequenting the ports of his kingdom. He has a small navy, and some of his ships are built on the European model. That recently at Macao, a man-of-war, was about 400 tons measurement, being about ninety feet long with twenty feet beam. Her crew was composed of fifty marines, and sixty-three sailors, most of them large limbed and well-proportioned men, their average height being five feet. The hull of the vessel was constructed of teak, and apparently very strongly put together. The masts were well made, though the spars and rigging were not in very good proportion. A flag, bearing the characters *kin chae*, hung from the stern. The marines were clad in uniform dresses, made of red longells or camlets; they wore black turbans, and were bare footed. The words, "treasure guard," in Chinese characters, were painted on their breasts. The late conduct of his Ngannamese majesty, in protecting the crew of the John Bannerman, furnishing them with clothing, provisions, and money, and in dispatching two of his own ships from Turon to convey the strangers to Singapore, speaks well in his favor.—Whether the recent expeditions fitted out for exploring the regions of the northern frozen ocean, and the southern polar seas, are likely to prove more beneficial to the world, than they would if employed in surveying the Indian Archipelago and the coasts of China and CochinChina, and in forming an acquaintance and establishing commercial relations with the inhabitants of these regions, seems never to have been made a question with western governments. There are no seas in the world that need so much to be surveyed as some of these; and there are none so much neglected.

ART. IV. *The traffic in opium carried on with China: its early history, and the present mode of conducting it, from the delivery of the drug by the cultivators to its reception by the consumers.*

ENOUGH is known of the early history of this traffic to show that the rapidity of its increase, during the last seventy years, especially in China, is unprecedented in the annals of commerce. The plan of sending opium from Bengal to China, was suggested by colonel Watson, and adopted by Mr. Wheeler, then vice-resident in council.

Before the year 1767, says an Indian journalist,<sup>2</sup> the import of "this pernicious drug," into China, rarely exceeded 200 chests: that year it amounted to 1000; at which rate it continued for many years, in the hands of the Portuguese. In 1773, the British East India Company made a small adventure of opium from Bengal to China.<sup>3</sup> About 1780,<sup>4</sup> a depôt of this article was established by the English, on board of two small vessels, stationed in a bay to the southward of Macao, called Lark's Bay,<sup>4</sup> where they often sold their opium for 500 or 600 dollars, the price in Bengal being about 500 rupees per chest.

In 1781, the product of opium for one year was lying unsold in the Company's ware-houses in Calcutta, their shipping being employed in supplying Madras with rice, and the seas being infested with French and Dutch cruisers. Under these circumstances the Bengal government, unable to obtain "reasonable offers" for their opium in Calcutta, determined to export it themselves: accordingly, two ships were freighted, one to the Indian Archipelago, and one to China, their proceeds were to be paid into the Company's treasury at Canton. "The Bengal government drew against this for ten lacs, then for ten more; and issued to their civil and military servants, certificates on Canton, there to be exchanged for bills on London: this measure afforded a seasonable relief to the Company's finances."<sup>5</sup> That part of the opium which was sent to China, was freighted in one of their armed vessels, which in those days appear to have been allowed to enter the river, within the Bogue, "free of measurement duties." But the drug came to a bad market; and the supercargoes, after much delay and difficulty, were obliged to dispose of it at 210 head-dollars (which were at two per cent. discount, in reference to pillar-dollars). The opium was purchased by Sinqua, a hong merchant, who had previously conducted an extensive business at Macao. Sinqua, however, was very anxious that Pwankhequa, the senior in the cohong, should take a share in the purchase; but the latter was unwilling to expose himself to his enemies in this way, as opium was then understood to be, and had long been, an interdicted article of trade. (?) The quantity purchased by Sinqua was 1600 chests; 1200 had already been imported; these 2800 chests so over-stocked the market, that Sinqua reshipped the greater part of his purchase for the Malay coasts. In 1791, the price of the drug ranged from 360 to 380 dollars per chest.<sup>5</sup> In the reign of Keenlung, as well as previously, opium was inserted in the tariff of Canton as a medicine, subject to a duty of three taels per hundred catties, with an additional charge of two taels, four mace, and five caudereens, under the name of charge per package.<sup>6</sup>

The Chinese authorities seem not to have taken any public notice of the vessels which imported opium until 1793, when they began to complain of the vessels lying in Lark's Bay.<sup>5</sup> In 1794, after many ineffectual attempts to establish themselves under the sanction of the Portuguese government, and being constantly annoyed both by the Chinese government and pirates at Lark's Bay, the parties concerned in the trade were induced to bring one of their ships, laden exclusively