

THE NATIVES OF BORNEO

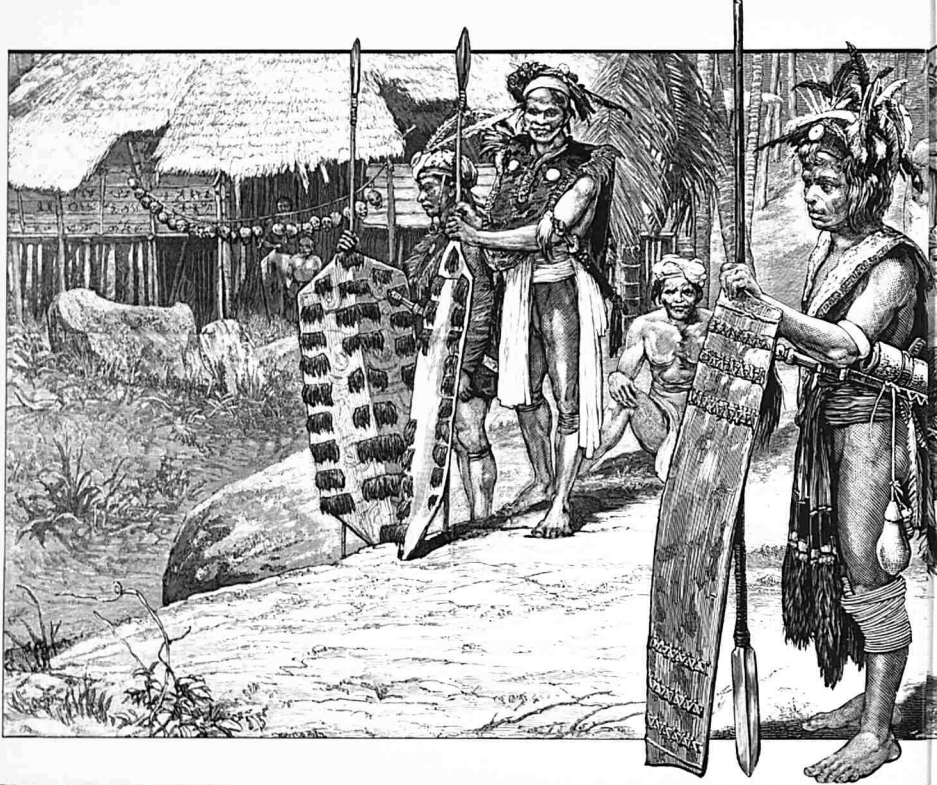
The figures of various natives of Borneo, which M. Regamey has grouped together in his drawing for the large Engraving to form our second Supplement of this week, are all copied from a set of photographs by August Sachtler, a German photographic artist at Singapore, who lately accompanied the English Rajah of Sarawak, in the steam-boat Heartsease, up the large river which traverses the interior of Borneo. In the foreground is a Dyak warrior, of the tribe dwelling on the Bantang Lepar river, in the territory of Sarawak. He is in full war costume. His shield, made of a soft but very tough wood, cannot easily be pierced by a spear thrown against it. The spear which he holds in his hand is also a blow-pipe. With this he shoots the arrows carried in a bamboo quiver at his left side. Those arrows are poisoned with the juice of the upas-tree, mixed with juices of other herbs found in the jungle. Their venom will cause death a few minutes after the person is wounded. To the left, half-way back, are a couple of other warriors, belonging to the Kamida tribe, which inhabits the banks of the Rajang river. The foremost of these men is a great chief. They wear swords hanging at their left sides; and these swords are curiously made. The blade is convex on one side and concave on the other, so that it will cut only in one way. Some of the warriors use the sword with



their left hand, instead of their right. Their shields are adorned, as we see, with tufts of human hair, and we observe that the house, in the background, is decorated with a ghastly festoon of human heads. Turning to the right-hand side of the central figure, we perceive three young women seated on the ground, with a box and a basket before them, talking quietly to each other. They are differently dressed; the one in the middle is a Dyak girl, attired in a gala costume for a ceremonial feast, such as they get up on the solemn day when they present food to the ghosts and demons haunting their household, or at

the celebration of a victory which has brought in many enemies' heads. She has bracelets of polished shell, and heavy brass ring on her legs, bought from the Chinese traders. Her neighbour wears a jacket and petticoat of cotton, their own spinning and weaving, dyed of some gaudy colour. At the other side of her is a Shannowit girl, from beyond the Rajang, whose ears are weighed down by enormous earrings, of brass, copper, or lead, each a pound and three quarters, or even more than two pounds. The holes pierced for these rings are so much enlarged, in some cases, that it is said the woman can put her hand through them. But these Dyak females are hard-working servants to their haughty lords. They cultivate the soil, pound the rice, fetch the water, and cook the meal; they paddle their boats up the river to pick the betel-nut and the sirih-leaf, which they sell to the Malays for a chewing-mixture. They have pretty arts and devices for the ornamentation of clothing, of weapons, and of household furniture. Such are the amenities of social life among the savages of Borneo, these fierce Sarebas and Sakarran people, whose acquaintance we made through Rajah Brooke, some five-and-twenty years ago.

ILLN, 4 JANUARY 1873





RAJAH BROOKE'S BORNEO

The Nineteenth Century World of Pirates
and Head-hunters, Orang Utan and Hornbills,
and Other Such Rarities as Seen Through
the Illustrated London News
and Other Contemporary Sources

COMPILED BY
D.J.M. TATE

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the late Mr Michael Sweet of Antiques of the Orient, Singapore
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the National Library of Malaysia for making available
pictures from Mundy's *Narrative*.

It has been found impossible to reproduce all of the illustrations in this book to the
high standard that the publisher desires and the reader expects. Nevertheless
some illustrations of less than perfect quality have been retained
because of their intrinsic historical value and interest.

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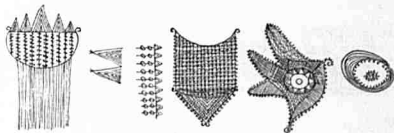
NASKAH PEMELIHARAAN
PERPUSTAKAAN NEGARA MALAYSIA

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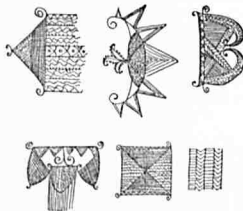
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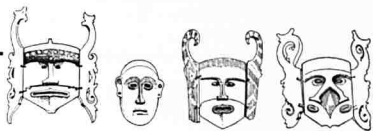
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KENYAH MASKS
Used at festivals

Introduction

This is not a history of Borneo, nor an attempt to present a comprehensive account of the British in Borneo. It is merely a collection of glimpses of Borneo life in the nineteenth century, its content dictated by the whims of the editors of the *Illustrated London News* (ILN) of the period and by the caprices of the present compiler. The ILN's coverage of Borneo affairs was far from complete, so incomplete in fact that recourse has had to be made to other contemporary sources in order to make a coherent whole. Nor, as one would suppose, are the ILN's reports always accurate, nor particularly objective. But of course the ILN was London-based and London-centred. Its primary purpose, in its initial role as an illustrated news journal, was to report on British politics and society, and only to cover outside affairs in so far as they impinged on British interests and concerns. The Empire, of course, was one of these concerns and formed one of the dominant themes of the nineteenth century. In consequence, the activities and achievements of those engaged in its expansion and fulfilment were recorded.

In the imperial scheme of things, Borneo had only a minor role to play. Of greater consequence were the rise and growth of neighbouring Singapore,

which right from the beginning was the real fulcrum of British imperial power in the region (if not the whole of the Far East), and later on in the century, the extension of British power to the Malay states of the adjacent Peninsula. These developments did receive the attention of the ILN, but only in a somewhat spasmodic way. Borneo, on the other hand, with its headhunters, pirates, proboscis monkeys and *orang utan*, and above all the romantic figure of James Brooke, the 'White Rajah' of Sarawak, captured much more space in the columns of the ILN. So this is the ILN's Borneo, supplemented by the contributions of others directly involved who also spoke in the terms characteristic of the age. In this text the original spellings, and inconsistencies, have been retained.

Twentieth century British imperialists (if there are any left) should not be upset if they find that the sanctity of imperial actions is sometimes questioned, while Malaysian nationalists (whose numbers grow with the years) should not be disconcerted to find Victorian assessments of their ancestors at times disparaging. The nineteenth century ILN view of Bornean affairs was arbitrary and biased. It assumed the superiority of British rule and British methods. It was redolent of

Victorian cocksureness and confidence in its own civilizing mission. It was often enough scornful of 'native' customs and institutions. Yet behind these assumptions may also be detected considerable respect and admiration for many aspects of Bornean life and for Bornean men and women.

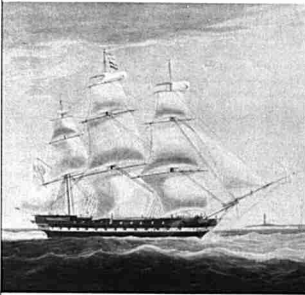
Times have changed. The British have lost their empire, and with it a lot of their conceit. The Malaysians of today are not those of yesteryear, and very few amongst them would advocate a revival of the way of life which people like James Brooke and his associates set out to destroy. We are all children of the twentieth century, and should by now be able to look back at our past with a detachment informed by understanding. For whatever else they do, these inchoate glimpses of the Bornean past do tell a truth – as contemporaries saw it. They reflect the attitudes and values of the people who described and painted the scenes of their time. Much of what they have portrayed is still recognizable today. Only the circumstances and the characters have changed.

D.J.M. TATE
Kuala Lumpur
August 1987

1 Of Ships, Shipwrecks and the Sea

There was only one way to get to Borneo, or indeed — as far as the inhabitants of the British Isles were concerned — to any part of South-East Asia and beyond, and that was by sea. By the nineteenth century the traditional sea route around the Cape of Good Hope and across the Indian Ocean was sufficiently well-traversed and familiar, but not the less wearisome or hazardous for all that. The ships that voyaged to and fro along this route formed the essential life-line between the small, isolated British outposts perched precariously at various points on the Malaysian shore and the mother country. This state of affairs was keenly reflected in the new local periodicals of the area, the Straits Times, the Singapore Chronicle, and the Singapore Free Press; and when the Illustrated London News (ILN) appeared in the early 1840s at the other end of the line, it likewise mirrored the importance of shipping and shipping movements. For anyone who was concerned or connected in any way with Borneo and the Straits, the first item to refer to would be 'Shipping Intelligence': who was on board, when would the mails arrive, what news would they bring? Equally important were the cargoes ever in demand to replenish the dwindling stocks of commodities which only they were craved by and served European interests and tastes. So the arrival and departure of ships were great public occasions which involved the entire expatriate community in the Straits or Borneo. Even at the turn of the twentieth century, by which time communications had become increasingly sophisticated and reliable, a Singapore resident could write: 'Almost all important Europeans wended their way to Tanjong Pagar Wharf on mail days, and by the time the mail-boat arrived the quayside was a sight never to be forgotten, with anxious eyes awaiting their loved ones, or tuan besars with turned up noses ready to give the new "griffins" their first dose of advice....'

By 1900 the vessels putting in at Singapore were all steam and reasonably reliable, but when the ILN was first published, the sail still reigned supreme in South-East Asian waters, despite the fact that the first steam vessels had put



THE E.I.C. CHARTERED SHIP THOMAS COUTTS

in their appearance in the 1820s. It was not till 1845 that the Peninsular and Oriental Steam Navigation Company (P & O) established a regular service passing through the Straits, and another twenty years before improvements in the design and performance of the marine engine made steamships superior to sailing vessels. The ultimate triumph of steam came when the prestigious tea clippers of the China trade, which boasted covering the passage between Foochow and London in 90 days, found that they were being beaten by Mr. Alfred Holt's steamers in two-thirds of that time.

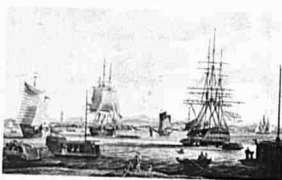
Nevertheless, for the greater part of the nineteenth century, the long voyage between Europe and the Straits was a perilous undertaking for both sailing and steamships alike, as frequent notices in the ILN and elsewhere go to show.

The disasters which a vessel and its complement could face were manifold. The most obvious were the hazards of nature — squalls, typhoons, tempests. Another major hazard was posed by a combination of nature's duplicity and man's fallibility — hidden rocks, uncharted reefs, or, often enough, reefs inaccurately charted. Keppel, one of the best known sailors of his day, claimed that he sailed sixty miles inland, according to the Admiralty charts, on his first visit to Borneo. 'Naval charts were funny things in the forties,' wrote W.H. Read, a veteran resident of Singapore. 'I had for a long time in my office in Singapore a chart of the China Sea on which every shoal or island reported by captains for about 25 years were marked down. I showed it to Reynell of the Waterwitch, and he would not look at it, saying that if he did, he would not dare to beat up the China Sea against the monsoon.' Other dangers were wholly from the hand of man — incompetent crews who abandoned their posts when in crisis (see the story of the Pekin caught in a typhoon), crews which mutinied (sometimes the fault of their officers), crews which jumped ship, and, of course, the ever-present problem of piracy, a topic which merits a section of its own. Then there were the accidents of misjudgement or carelessness: running aground, collisions between two vessels at sea, fires which ripped through dry, crammed holds... Disasters could strike at any point on the route — in port, in the middle of the ocean, or at the voyage's end within sight of the facilities of an English harbour.

The ships themselves, because, no doubt, of the vital purpose which they served and of experiences with which they were associated, were given an almost human affection and their names often became part of the lore of the times and the places they visited. They were often — particularly the sailing ships — objects of great elegance and beauty. Keppel's first command, the Dido, was a 'beautiful corvette', of which he was so enamoured that 'he could never leave her without rowing twice around her in his boat to have a look at her'. The Dido is also inextricably identified with the saga of the Brookes in Borneo and with the establishment

of their rule in Sarawak. Keppel himself was the doyen of all the sea captains who appeared in the waters of Borneo and the Straits during the course of the century, and was regarded almost as a talisman of their fortunes by the residents of Singapore. Others, too, made their mark, sometimes leaving their original profession to take up another on land—like J. D. Vaughan who became a lawyer as well as an expert on Chinese affairs, and Bloomfield Douglas who became the second British Resident of Selangor, and Murray, his counterpart in Negri Sembilan.

Ships maintained their monopoly over the way to South-East Asia right into the twentieth century, but the laying of the first submarine telegraph cables in the late 1850s ended their monopoly over information. In the early years, however, this new method of communication was by no means reliable. Breakdowns were frequent, and could occur at inopportune moments, such as, for instance, when the cable between Singapore and London suddenly snapped somewhere in the Indian Ocean at the height of the British intervention crisis with Perak in 1874. The I.L.N. does not chronicle all developments in detail, but its accounts of disasters at sea are graphic enough to make one grateful for twentieth century travel, while its little snippets of 'intelligence' regarding ships and those who moved in them, scattered throughout its pages, provide illuminating insights into the aura of the times.



THE E.L.C. SHIP WATERLOO

SHIPPING INTELLIGENCE

The Vessel *Belhaven*, arrived lately in London from Singapore, has brought the large quantity of 10,792 blocks and 39 packages of gutta percha, which is now made serviceable for so many purposes in addition to those to which at first considered capable of being appropriated, including picture frames and an immense variety of articles for domestic and ornamental use.

I.L.N., 4 FEBRUARY 1849

An interesting shipment has recently taken place to the church mission at Sarawak, in Borneo, in the shape of 5 cwt. of type, the gift of Mr. Samuel Lewis, as a further supply for the printing-press which, with some type, was presented to the mission by Mr. Sharpe, the banker.

I.L.N., 20 DECEMBER 1851

The *Himalaya* steamer had been ashore in Banca Straits, but got off with assistance after discharging water and throwing eighty tons of coals overboard.

A letter received at Paris from Hong-Kong of the 28th July states that the French frigate *Virginie*, which carries the flag of Rear-Admiral Guerin, had left that place for Manila, whence she was to sail for France; the steam-corvette the *Primauguet*, and the gun-boat the *Fusee*, had arrived from Singapore. The same letter states that the United States' corvette the *Levant*, in order to avenge the pillage by a gang of pirates of an American merchant-ship, had burned down a village in the island of Formosa which the pirates occupied.

I.L.N., 26 SEPTEMBER 1857

THE LOSS OF THE "PACHA" STEAM-SHIP

On the subject of this melancholy catastrophe, we have received a letter from Singapore, of which the following is an extract—

To the Editor of the
ILLUSTRATED LONDON NEWS

"London Hotel, Singapore, July 30, 1851.

"Dear Mr. Editor, — I deeply regret to announce to you, for publication in your valuable and widely-circulated Illustrated Journal, the deeply deplorable circumstance of the total loss of the Peninsular and Oriental Company's iron steamer *Pacha*, of 600 tons and 210 horse-power, commanded by Captain Miller, which event took place on Tuesday night, the 22nd inst., by coming into collision with the Peninsular and Oriental Company's steamer *Erin*, commanded by Captain Tronson, off Mount Formosa, in the Straits of Malacca, situated about 50 miles from Singapore.

"This ill-fated vessel, it being her first voyage on this, the China and Calcutta line, left Singapore at 1 P.M. on July 21st, bound to Penang and Calcutta, and went down headforemost in seven minutes after the collision took place, in twenty-five fathoms water; and it is with the deepest sorrow I have to relate the loss of sixteen lives in the *Pacha*. The frightful catastrophe occurred about midnight in a clear night, and in water which is as smooth generally (as the sailors say) as a mill-pond.

"Among the unfortunate casualties on board the *Pacha*, were Dr. Briscoe, of her Majesty's 59th Foot, from China; and a M. Hardouin, a French gentleman from the Mauritius, two Chinese deck passengers from this, who had 8000 dollars each with them in specie; and the third officer, Mr. Graysdale, and Mr. Orton, the clerk in charge, besides ten of the European ship's company. Nothing at the time was saved from the wreck, and not a vestige of her now remains to be seen. Some thousand dollars worth of silk piece China goods and wearing apparel have since been found floating about in the sea, near the wreck, which were picked up by the captain

of the *Leibnets* and *Faizet Alam*, who were, fortunately for themselves, proceeding to this port.

"Those who survived were brought back here in the *Erin*, some of whom are now in hospital recovering from the effects of so sad a disaster, which vessel arrived here in the afternoon of the 22nd inst., in almost a sinking state, having sustained by the collision, in which she cut the *Pacha* in two, severe damage to her bows, with the loss of her bowsprit, &c. She is now being repaired, however, and it is expected she will be enabled ere long to proceed en route to China with the mails.

"The postal communication between Calcutta and Singapore, and China and the intermediate parts, is consequently stopped for the present. A large portion of the opium on board the *Erin*, valued at eleven lacs of rupees, is considerably damaged by salt water. She is now unloading here, and she had on board 1150 chests, 138 chests of which, landed from the *Erin* in a damaged state, were sold by public auction here on the 2nd inst., and averaged 31.5 dollars per chest.

"The late loss of the fine iron steam-vessel *Pacha* is estimated at about £70,000, besides 400,000 dollars in specie, which she shipped in China, and 30,000 dollars taken in at Singapore, before her departure for Calcutta.

"I have, sir, the honour to subscribe myself your most obedient servant, C. H. BURT, Captain, 64th Regiment B.N.L., on leave in the Straits."

ILLN. 20 SEPTEMBER 1851

TRAGEDY ON BOARD THE BRITISH SHIP 'FAWN'

From the Ceylon papers we learn that on the 28th September, the barque *Fawn*, Alfred Rogers commander, belonging to Calcutta, sailed from Singapore on her return voyage from China to Calcutta. She had been repairing there for three weeks, during which time her crew of Bengalee Lascars refused to work and to proceed in her, although four months' pay was due to them. A new crew of Javanese and

Malays, was supplied by a shipping master, who warned Captain Rogers against ill-using them, as the Malay character is revengeful and so widely different from that of the Bengalee. It appears that the vessel held on her course for six days without any untoward occurrence, but on the sixth day the chief mate found the burra-tindal smoking down the fore-hatch, whereupon he not only kicked and abused him, but brought him on deck and there inflicted corporal punishment in presence of the whole crew. About midnight the Malays and Javanese mutinied, and murdered the captain, who was sleeping on deck; about daylight the second mate was killed, being almost cut to pieces. The first mate, and Mr. Elphick, a passenger, defended themselves in one of the cabins for nearly 24 hours after the captain's death, when the former jumped out of the port, and was drowned. Elphick died fighting with a hand-spike against his assailants. There were two ladies on board, Mrs. Rogers, the captain's wife and Mrs. Bechem, her sister, the widow of a military officer, and her child. It has not been exactly ascertained how they were treated by the mutineers; but it would appear that the wretches did not intend to kill them, for they lowered them in a boat, which swamped, and the three were accidentally drowned. When the vessel was cleared of all the Europeans, they scuttled and fired her, although she had a large quantity of copper on board, a portion of which might have easily been removed. The ship finally grounded at Bruas, about fifty miles south of Penang. Part of the crew went on shore, and the remainder came to Singapore in one of the boats, arriving on the 10th. Two Bengalee who were of the party gave information at once to the resident councillor, and the police were set on the scent. Two Cochin-Chinese and three Javanese have been taken, and the Chinese carpenter surrendered. The steamer *Hoogly* had been despatched to look out for the wreck and the rest of the mutineers, part of whom had gone to Penang, and given themselves up, and the burra-tindal and the rest were captured at Bruas: the arch-mover in the plot wore the captain's gold watch and chain when seized.

ILLN. 20 DECEMBER, 1851

An antidote to the perils of the high seas lay in the construction of lighthouses. Singapore's first lighthouse was completed in 1851.

"At the time it was erected it was the only lighthouse in India on a small solitary rock far out to sea. It is distant nine miles from Point Roumania, the nearest point of land; and thirty-seven miles from Singapore. There is a large reef of rocks, measuring about 450 feet in one direction by 200 feet in the other. At low water a number of detached rocks are seen in the locality; and at high water Pedra Branca has the appearance of a heap of boulders loosely piled together. The proximity was long noted for its great danger to shipping. Between 1824 and 1851, sixteen large vessels were totally lost there, and two others were stranded, besides other minor accidents... It was also a favourite place of attack for pirates, the people in the vicinity as well as the crews of the Chinese Junks being notorious for committing depredations on all whom they thought they could safely attack, and having no compunction in murdering all their victims in order to destroy all traces of evidence against them."

BUCKLEY, *Anecdotal History...*



HORSBURGH LIGHTHOUSE, OCTOBER 1851

THE SHIP "ASIA" DISMASTED BY A WATERSPOUT

A waterspout at sea is a most destructive phenomenon; for no ship could escape if it were carried entirely within the vortex. In the instance here illustrated, the vessel was only partially caught by the spout, and providentially escaped. The ship *Asia* is one of Hall and Brothers' Australian line of packets. She left London last year, on the 23rd of March, and Plymouth upon the 8th of April, with nearly 200 passengers on board, for Port Phillip. She arrived there in safety, but was detained by the desertion of the crew — which has become so general in that

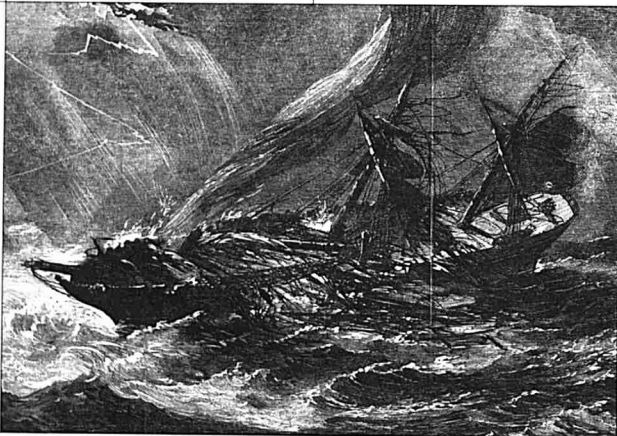
land of gold. Accordingly she did not leave Port Phillip until the 27th of November, for Bombay. While on her passage, and in lat. 0 deg. 57 min. 47 sec. south, and long. 82 deg. 15 min. 15 sec. east, she was, unhappily caught by a waterspout, upon the 22nd of January last, and almost totally dismasted. The weather but a few hours before was as follows: Jan. 21, midnight, light breeze from northward, with mizzling rain, and heavy lightning at south-west. About 1.15 a.m. light breeze, with rain, from the westward; steering north by west, going two or three knots per hour. At about 1.30 a.m. the second officer in charge of the midnight watch remarked that it looked very black ahead. Almost

at the same moment a tremendous roar was heard ahead; and a gust of wind taking the ship flat aback, laid the masts prostrate on the decks. So instantaneous was the wind after the roar, that, although all halyards and sheets were let fly, it was of no avail. The wind was succeeded by a torrent of rain, which lasted about five minutes, and then left all calm and quiet, but water ankle deep on deck. The ship was a wreck, her decks stove, launch and bulwarks smashed by the fall of the foremast, and the first cutter crushed by the maintopsail-yard. At four a.m. the weather was calm and sultry, with rain.

ILLN., 22 APRIL, 1854

A new coral rock has been discovered in the China seas. It stands high out of the water, almost as high as Pedro Branco, off the Straits of Singapore. From the southward a reef projects about a mile, at the end of which is a rock, which is partially covered at high water. From this a dangerous reef projects a long way out to the leeward, and is, probably, a continuation of Halton's or the Diana Shoals. To the northward of the main rock there appears to be a safe passage.

ILLN., 14 JUNE 1845

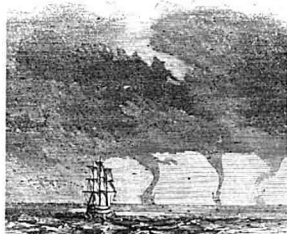


THE ASIA DISMASTED BY A WATERSPOUT, ON HER
PASSAGE FROM PORT PHILLIP TO BOMBAY

WATERSPOUTS IN THE STRAITS OF MALACCA

I send you the accompanying Sketch of three Waterspouts seen by the *Princess Charlotte* on the morning of the 7th November, while standing down the Straits of Malacca, on her voyage to the seat of war in China. The phenomenon represented is of rare occurrence in this part of the world. When it does happen, the number of distinct columns of water is usually restricted to one or two. In the present instance the columns were remarkably well formed, and continued to maintain their full volume for a very considerable time. The sky was much overcast, and peals of thunder rolled among the clouds at the time of their appearance. They swept slowly along before the wind, gradually became attenuated, and at length vanished completely. Our voyage thus far has been a most prosperous one, the old ship — the first three-decker that has ever been seen in these waters — carrying herself in all weathers in the most creditable manner. We proceed on our way to Hong-Kong, where we hope to participate in events of stirring import.

CHARLES A. LEES, M.D.
I.L.X., 16 JANUARY 1858



WATERSPOUT IN THE STRAITS OF MALACCA



THE PENINSULAR AND ORIENTAL COMPANY'S STEAM-SHIP PEKIN IN A TYPHOON IN THE CHINA SEA (SEE OVER)

THE STEAM-SHIP "PEKIN" IN A TYPHOON

The Typhoons of the China sea are proverbially awful phenomena; and rarely has their fury been so successfully withstood as in the following instance:-

The Peninsular and Oriental Navigation Company's steam-ship *Pekin*, of 1200 tons, and 400 horse-power, Captain Baker commander, encountered a terrible typhoon on the morning of the 2d of October, on her passage between Hong-Kong and Singapore. We extract the following particulars from her log:-

WEDNESDAY, OCTOBER 1, 1851. — P.M. Wind increasing, and barometer falling. In topgallant-sails and reefed topsails, sent down topgallant-yards, 2 P.M. Still increasing (steady, N.E.); furl'd main-top-sail at 3h, blowing a fresh gale; furl'd all sails as snug as possible; got spare gaskets on the sails, unbent the outer rib, and sent the boom in. 4h. Increasing to a strong gale (steady, N.E.); sent down all studding-sails, booms off the yards; sent the carpenter below to see all the ports were secured below. 5h. Increasing; heavy sea getting up; battered down the tarpaulins of the skylights, and did all we could preparatory to encountering a heavier gale during the night. 6h. Blowing very hard indeed; the ship with the greatest difficulty kept running; a reefed fore-cast-net set; the main-top-sail close reefed and furl'd. 7h. Ship came up to S.E., in spite of the helm being hard a-port; found it necessary to heave the ship to as quickly as possible; took the fore-tyrassil in, and brought ship's head to about E.S.E., the gig and starboard cutter were washed away, carrying the iron davits with them; ship keeping to the wind nicely, working full power with the engines below (such power saved the ship). At 8h. blowing a furious hurricane, the gusts being truly awful. At 9h. the port quarter boats were literally blown and washed away from the davits. 10h. Blowing a frightful typhoon, the violence of the wind preventing any one standing on deck without holding on, the fore-topmast blown away just by the cap, the wreck, with the topsail-yard, falling into the lee fore-rigging, carrying away one shroud and the starboard fore-lift, the fore-yard coming a cock-bill; both fore-stays gone; the masts working dreadfully; at midnight, the maintopmast blown away just by the cap, the wreck falling into the lee main-rigging, and —

OCT. 2, A.M. — fortunately doing no injury, carrying away starboard mainlift, mainyard, a cock-bill, the yard-arm jammed in the wreck, the seizings of the wheel ropes carried away; got large tackle on the tiller; the officers starting and coming the ship, crew frightened and not to be found, excepting about six and the Europeans, from midnight until 2 A.M. blowing a tremendous hurricane, the ship taking in

large bodies of water fore and aft, on both sides; tons washing below; sounded the bell very often; found the ship making no more water than might be expected; washed all the tarpaulins off the hatches, did all in our power to secure them. At 3 A.M. in a sudden lull, the ship paid off to S.W., and before we could bring her to the wind shipped a heavy sea over the starboard quarter, carrying away binnacle compass, fortunately managed to bring the ship to the wind again; saved the binnacle compass. 4h. 30m. Wind beginning to veer south of east; the mercury in the barometer and aneroid began to lift; still blowing furious, kept the ship's head to sea, and commenced at daylight securing the lower yards, which were knocking about frightfully, and we fully expected to see the lower masts go by the board, but, after the greatest exertion on the part of the officers (one and all), we managed to secure the masts and wreck; crew knocked up and frightened; found the fore and main trunks gone, nearly all the awning stanchions; the horse and cross dead, right shep, and nearly all the poultry.

POSITION OF THE "PEKIN," 1st OCTOBER, 1851

At noon Lat 16°45' N Long 110°47' E
 Ran 59 miles S. by W. — $\frac{59}{10}$ — $\frac{11}{11}$
 Position at 8h P.M. (hour to, Lat 15°37' N Long 110°34' E

We are indebted to Lieut. Lloyd and the secretary of the Peninsular and Oriental Steam-rocket Company for the preceding communication.

Captain Baker, in a letter to the Singapore *Strait Times*, states that "great praise is due to the engineers for their exertion in keeping the steam up, as the wheel was sometimes brought to a stand-still for a minute, from the force of the wind and waves, although working up to full power; but such was the force of the wind that the gusts took her off from three to four points. Had the ship got into the trough of the sea I hesitate not to say there was great fear of everything being washed away, or probably foundering."

Mr. Blake, chief engineer, and his staff, were in close attendance during the whole of this trying night; although they also suffered from the defection of part of their crew, who fled simultaneously with the Larscars on deck, thereby throwing the work on those whose attention was required elsewhere.

Captain Baker has received a letter, signed by the twenty-one male passengers, expressive of their unqualified admiration of the active, zealous, and

persevering manner in which the perilous duties of this ship were performed.

H.L.N. 6 DECEMBER 1851

BOMBAY, NOV. 1. — Another ship, the *Belvidera*, belonging to Bombay, was destroyed at Singapore, cargo pearls; the vessel was insured for \$100,000. The *Jessy* has been destroyed by fire at Calcutta.

H.L.N. 12 DECEMBER 1842

HER MAJESTY'S SHIP PELICAN STRANDED

The engraving represents an extraordinary scene — one of her Majesty's ships, laden with a quarter of a million of money — yet in distress!

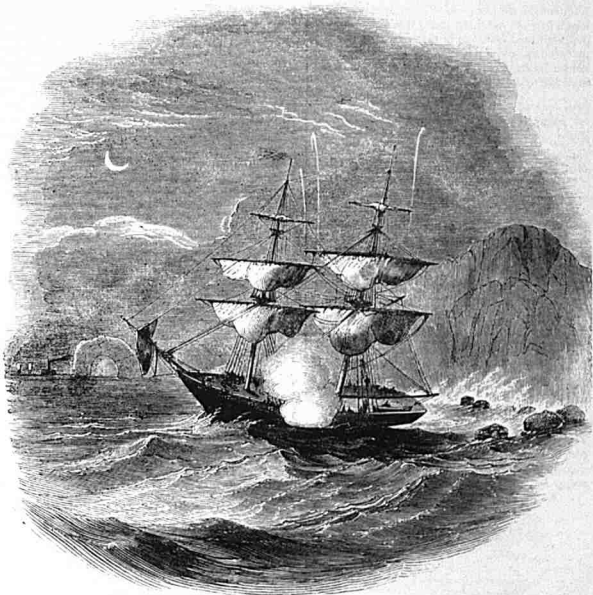
It appears that the Pelican, 16, Commander Justice, arrived on the evening of the 13th inst., at Spithead, from Singapore, with specie to the amount of about £250,000 on board. She sprung a leak soon after starting from Singapore, and transhipped two-thirds of her valuable freight on board the *Harlequin*, which arrived safe on Sunday. The Pelican came through the Needles, and in coming up from the westward with a light wind, she went too close in shore, it being low water, and tailed on the Kicker-point, between Fort Monckton and Stoke's-bay; she immediately commenced firing minute guns, as signals of distress, and sent up several rockets, but which, however, were not answered for upwards of an hour, when, we believe, the Victory answered the signal, and despatched the Comet steamer to her assistance. The grounding of the Pelican occurred about a quarter past eight o'clock, and assistance from the harbour did not arrive until near eleven! The circumstance of signal guns firing on a fine calm night, at such an hour, excited the utmost consternation in the town of Portsmouth, and the ramparts were quickly thronged with spectators anxious to ascertain the cause of their unseasonable disturbance.

The first who put off to the assistance of the stranded vessel was Lieut. Grandy, of the coast-guard station, Blockhouse, who, with his boat's crew, quickly got alongside the distressed vessel, and soon after the Comet steam-vessel, Lieutenant-Commander Pretzman, with a dockyard lighter in tow, arrived at the spot; but their services were not required, as the flowing of the tide had carried the Pelican off. Indeed, so far was the Comet from being of any assistance that we are informed she ran into the Pelican and carried away her jibboom. The Pelican eventually made the anchorage at Spithead, and saluted the Admiral next morning.

The Pelican has been upwards of 30 years in the service, and is fit for nothing further than to be broken up. The Portsmouth correspondent of the *Times* justly observes, with reference to the above occurrence:—"The want of assistance was most keenly felt at a time when this vessel appeared in some danger, and serves to prove the necessity (which we pointed out months since), of having a powerful steam-vessel ready at any minute at each of our ports, to sally forth to the assistance of a ship in distress, or to repel the incursions of any enemy. Here was a crazy brig with a valuable freight on board beating her bottom out upon a dangerous beach, and firing guns and rockets for assistance two hours before any came, and this within a mile of the flag of the Commander-in-Chief of the first naval port in the world! Surely this is proof enough of the necessity for guarding against the recurrence of such serious and lamentable losses of life and property as have been attendant upon even a few moments' (not to say hours') delay in rendering assistance."

H.N. 25 JANUARY 1845

CRITICAL SITUATION OF H.M.S. PELICAN
WITH THE CHINESE RANSOM ABOARD



THE TRANSIT SAGA

A letter from the troop-ship *Transit*, so much abused for its tub-like qualities, states that she has beaten the celebrated *Himalaya* in the voyage to the Cape, by two days and a half, and sanguine expectations are entertained to her reaching her destination in from five to ten days' less time than the other vessel.

HLN, 8 AUGUST 1857



This was something of an achievement, for the Himalaya, formerly a P & O ship which the Royal Navy had acquired at the time of the Crimean War, was well-known for her speed and efficiency. However, although before this particular voyage was over, the Himalaya got stuck on a sand-bank off Banka (see p.4) she finally arrived safely at Singapore where 'this magnificent steamer was an object of much curiosity at the P. & O. Company's Depot', while her rival, the Transit, met her doom ... The Himalaya sailed the seas for another forty years before she ended up honourably in a ship-breaker's yard in 1896.

A "TRANSIT" LOG

(From a Correspondent.)

I have determined to make a small attempt at a log, and to fossilise vigorously in all directions. The different places we touched at were Corunna, St. Vincent, and Simon's Town, Cape of Good Hope. The formation of Corunna is granitic — the common granite, composed of mica, felspar, and quartz. St. Vincent and the other islands of the group are basaltic. They are composed of a dark



THE "TRANSIT"

brown — sometimes approaching black — stone, which I think is basalt, barren to the extreme. The Cape of Good Hope is composed of granite, very like that of Corunna, in some places very fertile. The mountains are veined with decomposing quartz, which causes great drifts of sand, as the rain crumbles away the soft stone. On the shore immense masses of granite veined with quartz may be seen piled up one over the other. Some of them resemble immense sea monsters stranded, and had there remained as a monument of bygone ages. The shells and seaweed I should think are very good at the Cape. At Simon's Bay those enormous trochi are found in great numbers. I got two beautiful specimens. Most of those on the sands are completely decomposed, whether from the action of the water or the air, or from the ravages of insects, I do not know. I used to find hundreds of them in one place, but not a single perfect one among them; and if touched they fell to pieces. I found also great quantities of the pearl-oyster. On the sands I found most gigantic ones; but they had been there some time, and were all rotten. The balanus, or barnacles, are in great beauty at the Cape on account of their size. On the stairs of one of the piers I found about five or six different species, with their beautiful tentacula stretched in all directions, fishing away.



TROCHUS

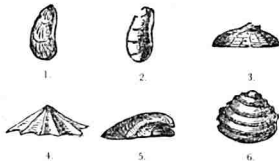


BALANUS



PEARL OYSTER

Dr. Abercrombie should be here for a short time. There were two or three kinds of mussels, and limpets in great variety. One is just like the upper valve of a terebratula. Nos. 1 and 2 are different species of mussels; 3, 4, 5, different forms of patella. Besides the three sorts delineated in the above, there are the common sorts. There are about a dozen different varieties — only one sort of Venus, very like the *Astarte* elegans of the inferior oolite. As I have not the models before me, I will draw them at the



end of the log from the originals. I could not get a sight of seaweeds. There was a sort of brown ulva and bladder weed, but not much more, as the tide does not go out very far; but I dare say there are very good seaweeds. How glorious it would have been if it was chalk, or some other formation! We had a gale of wind after leaving the Cape, and the whole decks were covered with water. After the gale we had a little fine weather, but always a good sea running. We were followed by albatross and other sea-birds, and I got out my rifle and had a little shooting at them. The albatross is a really beautiful bird. The young ones are at first brown, with a little white under the wings and on the breast. The middle-aged cock birds have a white back, body, breast, head, and under the wings, pink beaks, black on the tops of the wings; a respectable "elderly party" has much more white on the tops of the wings; and a patriarch is snow white, except a little brownish black on the tip of each wing. There is a numerous class of these birds. It is very amusing to see them fighting and plunging about after the bits of biscuit and offal thrown from the ship.

11th. This is the first date. The log may be said to have commenced regularly this morning. I went on deck at eight to have a look about me. There was a slashing breeze; going along, under topgallant-sails, at the rate of about ten miles an hour. Plenty of birds astern to-day. Just a week at sea since we left the Cape; a very smooth sea on. There is little to do except eat, drink, smoke, and sleep. I finished my fossils to-day; they are the tertiary. I have a fish from the chalk, not much of a one, two spatangi, a

coral, and a few little ones. This afternoon we had a little rain; at eight a furious squall, with thunder and lightning; after that the weather cleared up rapidly, although the sheet lightning was frequent. The lightning was truly magnificent: sometimes the whole horizon was lit up with most beautiful flashes; then you would have been able to have seen a pin on the deck; the lightning gradually cleared away, and at last, about twelve, it was all gone. It was my watch till two this morning (12th). I have begun the fossils of the greensand, but the ship is rolling tremendously.

13th. — This morning we had kit inspection, very calm sea, a little swell, and the wind right aft. I resumed my drawing, and finished the upper four greensand fossils. I tried to etch them; *corbis comigata* I did very moderately, and the *trigonia* very badly. I made a much better thing of the *gervilla*. This afternoon got the screw down, and we are now under steam.

14th, Sunday. — A beautiful day; no more wind than yesterday.

15th, Monday. — In the morning I read "Roland Cashel"; then I drew, finished the *perna*, and begun the *arca*. I find that the etching is much more difficult than I imagined; I did not make much of it.

16th, Tuesday. — Fine calm weather, like yesterday. Very cloudy towards the evening. During the day we got a great quantity of lines out from the taffrail, and fished for cape pigeon. We caught several, but they got loose again during dinner; some of the ship's officers caught one, and got it on deck. They then cut a hole in a bit of parchment, put its head through, and then let him go.



CAPE PIGEON CAUGHT

17th. — Fine, but very cloudy. Did nothing in the way of drawing; but I overhauled my goods and found our first fossil note-book with a little of your

writing in it. Poor Francis, he little thought when he copied the records of investigations in the cage how soon it would be laid over him! I often think of what jolly hours we used to spend together when we went out among the rocks at low water looking for *ostraca communis*, and all the other things we used to find at that time.

18th. — We had much the same day as yesterday; plenty of sea-birds.

19th. — I drew all the morning, and in the afternoon got my rifle out and shot a cape pigeon; had a boat, half a dozen shots, and then drew again.

20th. — Drew a little in the morning; afterwards got some bullets cast; had some shots; went very near, but hit nothing. Among other things I found at the Cape was an enormous locust.

21st, Sunday. — A thoroughly wet day. I was on duty, too, and had such a day!



FISH AND SCREW



MAINYARD OF "TRANSTI" SNAPPED

22nd, Monday. — In the morning we fished for albatross. Caught two: the first got away; but the second poor bird had swallowed the hook, and in his resistance he tore the hook out of his stomach, and never rose again. The other birds, of course, stayed behind to eat him. This afternoon I drew a shell (recent), a small sort comus.

23rd. — Monday we paid well for the few days' calm we have had. All last night the wind rose, and the barometer fell, and this morning it blew very fresh from the northward, and at ten o'clock it was blowing half a gale of wind. At ten a slight crack was heard, and the mainyard was seen to snap in halves. I annex a little diagram of the mast and gear

belonging to it. It is now blowing very hard, and the sea is running very high. This evening it blew very hard, the foresail split to ribbons, and the men on the foretopsail-yard could not reef the sail. At last they managed to stow it, and then we hoisted under trysails fore and aft. A foretopmast-staysail also blew to ribbons, and in the (23rd) morning the fore-trysail went also. Last night I was on watch, so I had the lion's share of the breeze.

24th, Wednesday. — This morning I got my lines out, and fished away. It was good fun seeing the birds shrieking and fighting for the bait, which somehow or another they could not swallow after.

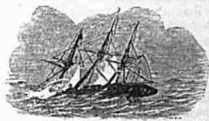
25th. — This morning the gale moderated very much; in the afternoon I got my rifle up, but I did not hit any thing. There were others shooting; four or five birds were killed, and several wounded.



WOUNDED ALBATROSS

26th. — This morning it blew very fresh, and to all intents as bad as yesterday. The sea is very high, and the rolling tremendous. This is a sad ship to roll and to leak. We have three leaks now, and make a good deal of water.

27th, Saturday. — This morning the gale abated, and it was tolerably fine. This afternoon there were a great many birds, and very good shooting; several birds were killed.



"THE TRANSTI" IN A GALE

28th, Sunday. — A fine day today, and a great number of birds astern. A new one was seen to-day — a snow-white one — such a beauty! but it did not come close. I suppose it was a sort of albatross.

29th, Monday. — Fine day. We are beginning to lose the birds, there being very few seen this morning. I am going to make a collection of insects in Hong-Kong. At Singapore (so some 59th men tell me, who have been there) there are beautiful corals, so I shall send you a good collection.)

30th. — This morning the weather was very rainy; every now and then very heavy squalls. Had muster, parade being on the last day of the month. This morning two men sweeping on the poop let go the patent life-buoy, and as there was a good sea running it was some time before the boat reached it. First of all the ship was put round, and then they steamed down upon it; the ship passed almost over it, but the boat missed it altogether; however, it was picked up eventually, and (I have made it appear a calm, but it was rather rougher when the incident took place), and the weather afterwards was fine.

1st July. — Fine and good breeze. Cape birds all gone.

2nd, Thursday. — Discovered two fresh leaks. I will now let you into the state of the *Transit*. We have had a good big leak ever since we left the Bay of Biscay. Two more opened during the last gale, and now there are two more — one aft, two amidships, two forward; the one aft is one of the iron plates which has given way, and is in danger of falling out; the two amidships have now united, forming a most awful rent in her bottom; and the two forward are very large too; the one amidships is able to be got at, and is stuffed with blankets, riveted up with iron plates and bars, nailed up with wood, and filled completely with grease, pitch, and tar. Her last voyage is nearly gone, and the *Transit* will trouble the dark waters no longer; her race is nearly run, and the measure of her imperfections is filled and overflowing, and dissolution is fast approaching. I think the *Transit* will not come back again, and she will find a grave in foreign waters.

3rd. — Squally day, and light breeze right aft.

Under steam; passed a ship; the breeze freshened; and they got the screw up by the time we set sail, and had cross the manyard, which has been mended. The stranger was early up with us, and passed us. At night she was out of sight. I bet the *Transit* would beat her, and lost half a crown.

4th. — Squally, and good stiff breeze. We are now getting within a week's run of Singapore; I hope to sight Java Head in three days' time. It is getting tremendously hot, and we begin to feel it now. At Singapore, which is just under the line, won't it be hot!

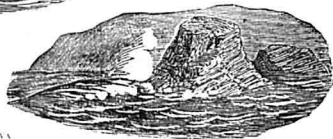
5th, Sunday. — Very squally and very hot; good, fine breeze. I was on duty to-day, and had a deal of work to do; I nearly lost my dinner on account of the pumps, as I had to work at them.

6th, Monday. — Fine day. Last night a gannet was caught; such a vicious fellow, pecking and biting at everybody that came near it! This day at twelve we shall be about 100 miles from Java Head, which we shall sight to-morrow at seven or eight in the evening. This morning we got the screw down, and now we are under steam.

6th. — This morning a great many were on deck looking out for land; the weather was hazy, and the water still blue. Of course everybody said they saw land just in the direction where it ought not to be; and the man at the masthead said he saw land only it was very small, and he had lost it again. I went down off the deck, and when I came on deck again land was broad on the starboard bow. We gradually got nearer and nearer, and then such a sight! I never saw anything to equal the vegetation: the whole land was covered with a dense jungle, from the top of the hills to the very water's edge, and the sun on the rocks was beautiful to the degree. Every little rock was covered with bushes, and some of the islands were perfect Paradises — the birds and beautiful insects, and some of the little islands and rocks; the sweet smell from the land made it so pleasant that the heat was entirely forgotten. I went down into the chains and made a sketch of the Java Head, an outline only, but I will give it in the letter. I had a long and steady look at the "formation," and could make it out easily enough; it appeared to me to be sandstone, as it was the first stratified rock



JAVA HEAD

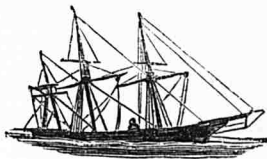


VOLCANIC ROCKS NEAR JAVA

I had seen since I left England; but on appealing to the geological map of the world it seems to be recent volcanic; in fact, the whole region is volcanic, but it is not primary, and I am certain not older than the new tertiary pleiocene; perhaps the strata dip a good deal. The above illustration is the accurate dip of the strata — the other is wrong, as the lines of stratification ought to run just the opposite way.

The whole region is very volcanic; if you look in any geological map of Asia and the Islands of Sumatra and Java, you will see that it is a volcanic district, filled with active and extinct volcanoes. Several insects passed over the ship, and we could see the turtles ashore, scuttling about in all directions; we could make out the cocoanuts hanging on the trees, and the banyans. I never sailed along so close in shore, except in the Solent. This evening we sighted Caracoa, an active volcano; we passed it at seven o'clock. The next day we were out of sight of land, too hot to write up the log; the water a light green colour; that night anchored in the Straits of Banca. The next morning we sighted the Sumatra coast — a very low, swampy shore, covered with jungle, like all the other places. We passed through the Banca Straits, where we anchored for the night.

The next morning we steamed across the Banca side of the Straits. About nine o'clock I went on deck, and found we were opposite a town named Minto — a pretty, decent-looking place. We passed several shoals of rocks, and had not gone more than halfway across the bay when she struck with a good bump, then another, then another. The captain instantly shouted, "Stop her!" and in a few minutes the chief engineer came up to say that the water was putting the fires out, and that it was pouring in very fast. The soldiers behaved very well. There was a little rush towards the gangways at first, but it soon subsided. Little else could be heard but the steady clang on the chain-pumps, and the noise on deck of the boatswain's mates with their pipes sending down the yards and spars. An hour after she struck she was slipping off the rock, and then she was fixed again. Directly she struck, and was stopped, the captain took soundings; found 9 astern on one side, 8½ on the other at the break of the poop, 6 on the



THE "TRANSIT" ON A ROCK

rock, 3 and 8 forward — so that it was just on a pinnacle of rock the ship struck.

She was settling down rapidly by the stern; at last the men broke the main pump handle, and then the order was given to get the bread and spirits out. Gangs of men had been getting provisions up ever since she struck, and the boats had been all got out; then the 59th went on to a rock about a mile and a half from the ship; next the medical staff left her, and the three companies of the 90th, except the Colonel, the Major, the Adjutant, and myself. A few of the men were left to guard the baggage and to help. I hauled my portmanteau, gun-case, and carpet-bag on the forecastle, where they remained; and then the order was given to all the soldiers on board to leave the ship; so I got into my boat and brought the rest of the soldiers and some rifles ashore. I did not land, like the rest of the men did,



MY HUT AT BANCA

on the rock, but went straight ashore. The Colonel and the Captain had chosen a very good spot, and at dusk everybody was landed; four or five huge fires were lighted, some tents erected, a guard and picket set for the night, and sentries posted. The first night I and two others got a couple of fishing-nets made of bamboo and some blankets, and rigged an awning over us. Next morning, after having bathed, we turned to, and built up a little hut. We lived in it a day and a half, and one fine Sunday morning we received a bill of ejection, we and the other inhabitants of Grosvenor-square; for there had been a regular town of huts built all round ours, and some fellows went and built round the commanding officer's tent, and so all the huts were destroyed. We determined we would not go into the big tent with the others, so we went into the wood behind the others, and commenced our work. First of all we chose out four trees in a square, then cut a notch in each to fit the crossbars, and then lower down the trees. This time we meant to have the framework high enough; we got a lot of bamboo nets and spread them over the top and round the sides, and then filled in the chinks with leaves, which make by far the best sort of shade, as the air gets through. I went out in the evening and collected some shells. We lived in our new house for some time till the *Actaon*, a little man-of-war, came down, and we went off to Singapore in her.

The boat is going; so, no more at present.

ILN, 10 OCTOBER 1857

THE WRECK OF THE "TRANSIT"

We have been favoured by a Correspondent with the accompanying Sketch of the wreck of this unfortunate vessel lying on the rocks off Cape Oelar, Banca Island. Meanwhile the accompanying extracts from a letter of one of the officers of the *Transit* has appeared in the *Times*. The letter is dated July 17th, from the *Transit* Camp, which is shown nearly in the centre of the Sketch:—

... We got through the Straits of Sunda all right,

without stopping, on the night of the 7th, and steamed all day along the shoal water to the eastward of Sumatra, anchoring for the night off the island of Lucipara, at the entrance of the passage of the same name, which is narrow, shoal, and but very indifferently buoyed or marked. However, weighing at daylight, we had succeeded by noon in getting through the most difficult part, and, steaming on faster, anchored for the night on the Sumatra shore near Cape Verde, from which place we started at half-past six the following morning (10th). We were keeping well over on this shore to avoid the Hendrick reefs, thinking it unlikely that we should find the buoy on them, which should be there according to the chart, as in the Lucipara passage we had not found any of the marks existing. By our cross-bearings we were passing well clear of the shoal, which extends to a distance of from three miles and a half to four miles off this point, going at a speed of between eight and nine knots, when, at about twenty minutes past nine, the ship struck so heavily as to make all the masts shake again, and oblige people to steady themselves by hand to prevent falling. Taking a bound, as it were, she struck again and again, quivering at each bump, and then remained motionless with her bows several feet out of water. . . . As she began to settle fast by the stern, and the fires of course had soon been extinguished by the rising water, the common pumps being useless to keep under such an enormous flow, the Colonel and Master were called into consultation, and an immediate landing of all but a few of the troops decided on. Meantime we had not been idle. Provisions had been got up, particularly from the afterpart, and put out of reach of the fast-rising water. All the boats had been got out and down. Downes, the Second Lieutenant, had gone in one to Minto, a town distant by sea some fourteen or fifteen miles, off which we had seen a Dutch man-of-war steamer at anchor when passing in the morning. He was to bring her to our assistance. Between us and the beach of the island of Banca there was a reef appearing above water, the centre of which rose to a height that would evidently leave

it uncovered at the highest tide. On this the soldiers were landed, with nothing but their dinners and some fresh water. By the time the bulk of the troops had been disembarked it became apparent that even those told off as working parties, to remain and look after the baggage, &c., could not be kept without considerable risk. The water, pouring in in volumes, was quietly but steadily finding its way aft, and the ship was in the same manner sinking by the stern. The cracking of plates of iron, snapping of beams, and tearing of decks led us to suppose that if she did not fall off the rocks on which she was hanging, and fall into the deep water astern of her, she would probably break in two pieces, the stern falling into the deep water, and the fore part falling over on its side on the rocks. By noon only a few soldiers, officers, servants, and such like remained to be landed. We gave our men ten minutes to eat their dinner, and then landed on this beach, afterwards using all boats to bring the soldiers off the reef, where many were afraid of being drowned by the rising tide. All were landed and under canvas by dark I was the first to land here, having to come on ahead to look for a good spot for our encampment, and luckily hit upon an excellent stream of fresh water, rather a rarity in these parts. It was late the next day before we got any provisions from the wreck. At the time we left her (shortly before one o'clock) the stern was completely under water, leaving only a small portion of the fore part of the poop above water, which may give you some idea of the height to which her bows are cocked out of the water. As I said before, by our chart, we ought to be more than a mile clear of the reef, in about 26 fathoms; but, by the charts which we have since obtained from the Dutch gun-boats we have picked up, exactly the outside rock of the whole reef, which is, together with the coast, channels, and dangers in this part, incorrect to a considerable degree. Had we weighed half an hour earlier, or an hour later, had we been a hundred yards to the right or left, we should no doubt have cleared it. . . . Downes brought the steamer to us early next morning, but she proved too small to take any of our troops, so

we sent Downes on in her to Singapore with despatches.

July 18.

One of our gun-boats, the *Dove*, arrived during the night. Two ships are coming to us from Singapore.

I.L.N. 26 SEPTEMBER 1857



The sinking of the Transit was 'a long remembered incident' in Singapore. Despite her victory over the Himalaya on the voyage to the Cape, the vessel's last voyage had been visited by misfortune from the very start. A day out of Portsmouth, she had returned in 'a sinking state', having grounded on her own anchor. Her second departure a week later was marred by running into the dock gates, damaging her propeller, and, as was later discovered at the height of a gale in the Bay of Biscay, also her stern, which let in a lot of water. Repairs were made at Coruña but in the continuing voyage to the Cape the Transit still shipped in large amounts of water through faulty seams when sailing against contrary winds. The danger of foundering, however, was averted by calmer weather in the later part of the voyage, until she reached Banca where the final disaster struck. At the time of the sinking, there were over 600 troops on board. The wreck of the vessel was auctioned off at the Master Attendant's Office, Singapore, on 10 September 1851.

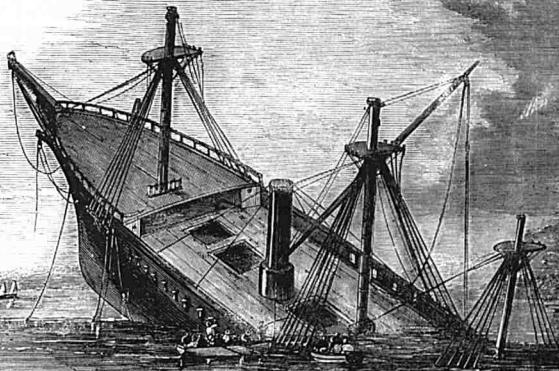
A telegram from Singapore announces the total wreck of the ship *Bombay*, Captain Hughes, going through Balabac Strait. The crew were saved.

I.L.N. 16 APRIL 1872



The steamer *Singapore*, while going from Yokohama to Hokaido for silkworm's eggs, struck on a sunken rock and was totally lost, with cargo. Every person on board was saved.

I.L.N. 19 OCTOBER 1867



H.M.S. *TRANSIT* ON THE ROCKS OFF CAPE OELAR, BANCA ISLAND

NAVAL AND MILITARY INTELLIGENCE

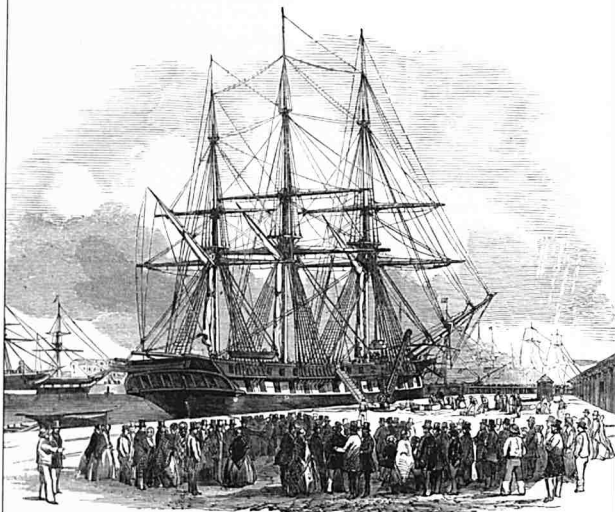
TROOPS AND MONEY FOR THE CAPE — The Peninsular and Oriental Company's steamer *Singapore*, Captain Purchase, left Southampton on Monday with detachments of the 73rd, 6th and 90th Regiments for the Cape of Good Hope. She also took ship letter boxes and bags, and £50,000 in gold from the Treasury, for the Cape. The *Singapore*, after she has been to the Cape of Good Hope, will proceed to Ceylon.

H.N., 22 MARCH 1851

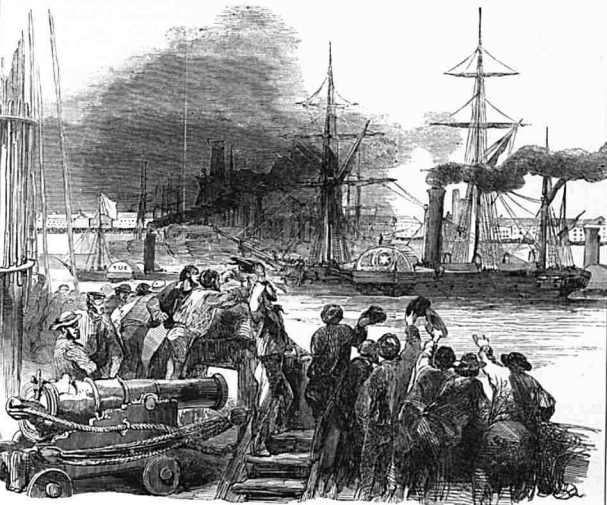
THE "ST. LAWRENCE" AND THE "SINGAPORE"

The pair of engravings upon these two pages, representing the unloading of goods from the *St. Lawrence*, and the troop embarkation on board the *Singapore* steamer, are striking pictures of the missions of Peace and War: one charged with contributions to the competitive industry of the whole world; the other bearing armed authority to repress provincial rebellion. The contrast is not without its moral.

The American frigate *St. Lawrence*, 50, Commander Sands, was berthed in the tidal basin of the Southampton Docks on the 15th, and immediately commenced discharging her interesting freight for transmission to the Great Exhibition. The appearance of so large and fine a ship of war in the commercial docks of this town, while exhibiting in a most favourable point of view their capabilities for accommodating the largest ships, has excited very general interest, numbers of people visiting the wharf against which the *St. Lawrence* is moored. The public were admitted on board the ship on Sunday. Three cheers were given by the crew when the first case (containing a carriage) was landed; and now the work is going on rapidly. Some of the packages being bulky, and others consisting of ponderous pieces of machinery, occupy a considerable time to



THE *ST. LAWRENCE*, IN SOUTHAMPTON DOCK — UNLOADING GOODS FOR THE GREAT EXHIBITION



DEPARTURE OF THE SINGAPORE, WITH TROOPS FOR THE CAPE.

lift out, from the inconvenience of getting them up the hatchways.

All the Customs regulations usually observed in reference to vessels bringing cargo were relaxed in favour of the *St. Lawrence*, and she was treated in every way as a ship of war, no tide-waiters or Customs officers being stationed on board.

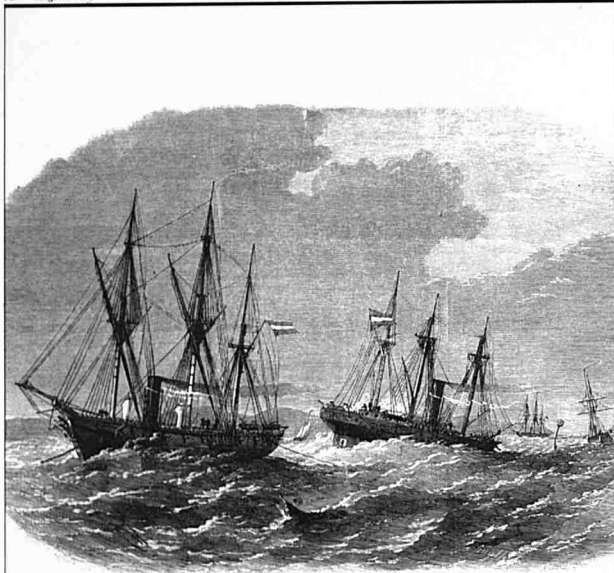
The Peninsular and Oriental steam-ship *Singapore*, Captain Purchase, took her departure on the 17th for the East Indies, *via* the Cape of Good Hope. She conveys Government despatches and the detachment of troops to the Cape. The Peninsular and Oriental Company has spared no pains or expense in fitting up the *Singapore* for the reception of these troops; and, from the high steaming qualities of the vessel, it is expected she will make the run to the Cape in from twenty-five to twenty-eight days, according to the weather that may be encountered. The *Echo* steam-tug arrived in the docks with troops from Portsmouth, which were transferred to the *Singapore*. When the steamer left the dock for her final departure, she was loudly cheered by the crew of the *St. Lawrence*.

ILN, 29 MARCH 1851

The two illustrations here deserve inclusion, if only for their superb quality which conveys something of the beauty of sail and the excitement and drama of a nineteenth century port departure. Whether the Singapore was the same vessel as the one that came to grief off Cape Guardafui over a decade later is problematical, for the name 'Singapore' seems to have been popular amongst the shipowners of the day. It is, however, quite likely in view of the fact that the P & O's vessel of that name was a well known mail ship on the East-West route.

The court of inquiry into the wreck of the steam-ship *Singapore* near Guardafui, on July 19, has reported that the master who, with sixteen others, was drowned, mistook his position and ran the ship ashore. No blame attached to any of the survivors.

ILN, 19 SEPTEMBER 1874



WRECK OF THE STEAMER *Hydaspe* ON THE PAN SHOAL RHIO STRAIT, NEAR SINGAPORE.

The fate of the Hydaspe, the pioneer of a French service linking Singapore to Batavia, was a classic example of what awaited the unwary. The Pan Shoals were well known, but all the same the steamer had run smack onto them. 'A large rock went right through her bottom, and several steamers tried to tow her off, but it was an impossibility, and she remained there afterwards as a warning to fools.' The rumour was spread that the pilot was an Englishman, and not Dutch as was officially told, who had been bribed by a Singapore firm to run the ship aground. But this was authoritatively denied in Batavia itself.

WRECK OF THE STEAMER HYDASPE IN RHIO STRAIT, NEAR SINGAPORE.

The French steamer *Hydaspe* belonging to the company of the Messageries Impériales, ran aground, on Nov. 24, upon the Pan Shoal, in Rhio Strait, twenty-five miles from Singapore. Within three days she became a total wreck; but her crew, passengers, and a part of her cargo were saved. Our illustration, from a sketch by Mr. John Lawrence Kirby, Lloyd's surveyor at the port of Singapore, shows her position as she lay with her body quite crushed into the reef and immersed to the hawsers-holes, continually exposed to a high swell from the north-east, which broke heavily over her quarter from time to time. She still kept her steam up and her pumps constantly going, while she was being lightened by the removal of her cargo and stores; the "tonkoon," or Singapore boats, employed for this purpose being towed thither by the Dutch paddle-wheel steamer *Dassoon*, which is seen at the extreme right of our view. H.M.S. *Rifleman*, surveying-vessel, and H.M.S. *Leven*, gun-boat, are nearer to the *Hydaspe* on the same side. The large vessel to the left hand of the *Hydaspe* is the Dutch corvette *Appledorn*, beyond which is seen the yacht *Picciola*, belonging to Captain Kirby, of Singapore. The land is twelve miles off.

H.N., 21 JANUARY 1865

KEPPEL AND HIS SHIPS

Her Majesty's Ship *Dido*, 20 [guns], Captain Blaxwell, arrived at Portsmouth during the week, from this colony in 81 days, the most extraordinary passage on record, bringing advices to the 4th of November.

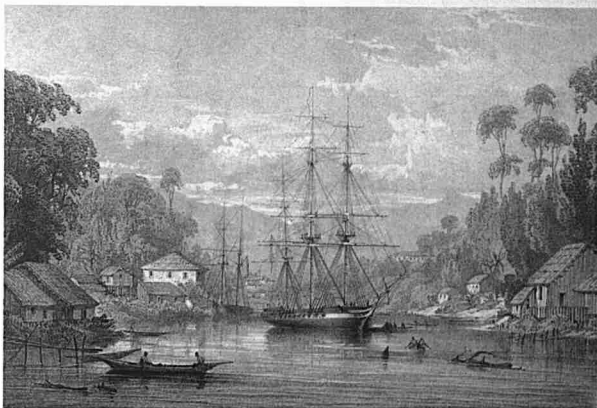
H.N., 27 JANUARY 1849

The Dido's record-breaking voyage home was a fitting ending to what had been a spectacular tour of duty. In fact, the name of the Dido and of its commander, Captain the Hon. Henry Keppel, form an inseparable part of the story of the Brookes in Borneo. The Dido, 734 tons, 18 guns, was Keppel's first command, and in it he paid two brief but dramatic visits to the Bornean coast, in 1843 and 1844 respectively. On the first occasion he led a raid which destroyed the Iban strongholds along the Seribas River and its tributaries; an operation which took ten days to complete. Almost exactly twelve months later, he launched a second and still more devastating sally against Iban redoubts on the Sekrang. These raids (of which more anon) which disposed, for the time being, of Brooke's most formidable foes, were crucial to the consolidation of the 'White Rajah's' position at Kuching, and were the direct result of the friendship which he had struck up with Keppel when they first met in Singapore. The Dido never performed again in Malaysian

waters. However, in 1848, Keppel reappeared at Singapore, now commander of HM's frigate Mæander, with James Brooke, governor-designate of Labuan, on board.

In fact, the list of 'personages' who accompanied Keppel on this voyage to the East reads like a historian's 'Who's Who'. William Napier (known in Singapore as 'Royal Billy') was a lawyer who played a prominent part in Singapore affairs for over half a century, and inter alia was a founder of the Singapore Free Press. His appointment as Lieutenant-Governor of Labuan, no doubt, marked the apogee of his career, but his tenure of office was short-lived, being dismissed — probably quite unjustly — by Brooke himself, on grounds of inefficiency and peculation. (As an administrator, Brooke was not much better, having, in the

words of Keppel, 'as much idea of business as a cow has of a clean shirt'.) One of Napier's daughters celebrated her arrival in Singapore by getting married to a fellow passenger, Hugh Low. Low, who, as the British Resident of Perak in the last quarter of the century, was to make his reputation as the most successful of the new British administrators in the 'protected' Malay States of the Peninsula. J. Scott, the surveyor, was to end up as Governor of British Guiana, and Spenser St. John, within a decade, was to be appointed British Consul-General 'to the native states of Borneo'. St. John also wrote the official biography of Sir James Brooke, and produced two volumes on Life in Forests of the Far East, which is in fact a classic account of his experiences in northern Borneo.



H.M.S. DIDO AT SARAWAK

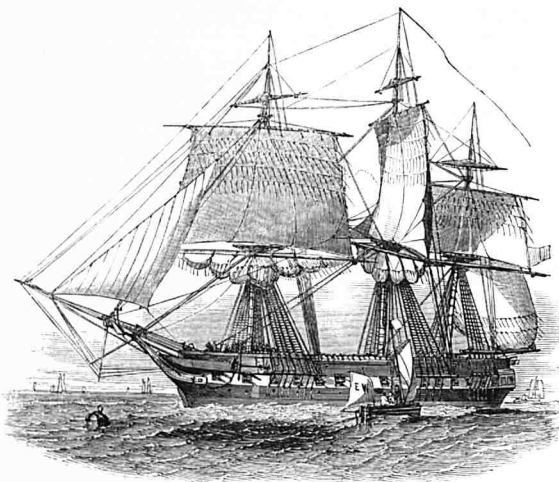
H.M.S. "MEANDER"

On Tuesday evening, this fine ship, 44, Captain the Hon. H. Keppel, sailed from Portsmouth for the East Indies, having on board Mr. Brooke, the Rajah of Sarawak, and suite. The *Meander* will proceed to the Cape of Good Hope direct, *en route* to Singapore and Borneo, taking the latest news from England to the former place, and dispatches from Government.

The *Meander* is a very handsome looking vessel, and is fitted with all the very latest improvements incidental to active service. During her stay at Spithead she was riding at single anchor, and experienced some very heavy weather. Owing to the paucity of anchors in the Dockyard on Porter's plan, she was supplied only on the eve of her departure from Sheerness. This anchor having been specially demanded of the Admiralty by an officer of Captain Keppel's experience, speaks highly in its favour.

The *Meander* takes out the following personages:—Mr. Brooke, Rajah of Sarawak; Mr. William Napier, Lieutenant-Governor of the island of Labuan; Mrs. Napier, Miss Napier, the two children; Mr. St. John, private secretary to Mr. Brooke; Mr. Low, Government Secretary to the island of Labuan; Mr. Scott, Engineer and Surveyor of Public Works to the island; Lieut. Hosken, R.N., Postmaster of Labuan; Mr. Gwynne, Postmaster of Hong Kong, who goes out in the ward room; Lieut. Paton (son of Sir H. Paton), of the 98th Regiment, quartered at Calcutta, as the guest of Captain Keppel; and the Hon. Granville Egerton, naval cadet, to join the *Vernon*, 50, flag-ship on the East India and China station. The Rajah was most hospitably received by the Commander-in-Chief, who invited the following distinguished party to meet his Highness:—Mrs. Ogle, the Hon. Mrs. Keppel, Rear-Admiral Sir Thomas Cochrane, C.B.; Rear-Admiral Prescott, C.B.; Captain Mundy R.N.; Captain the Hon. H. Keppel, R.N.; Mr. Napier, Mr. St. John, Flag-Lieutenant Cochran, and Captain Ogle, R.N.

On Thursday week, the *Meander* was officially visited by the Lords of the Admiralty. The Hon. Henry Keppel received the party at the gangway,



H.M.S. MEANDER

and escorted them over his fine ship, with whose entire economy and efficiency their Lordships could not be otherwise than satisfied. Their Lordships witnessed the getting out, manning, and pulling of the barge and pinnace with which the *Meander* had been supplied, on Lord John Hay's plan. These

boats were pulled round the ship several times, and, notwithstanding there was at the time a very heavy sea running, the boats exhibited first-class qualities; they were quick to handle and steer, easy to pull, dry as possible, and very swift withal. Captain Keppel provided a superb collation for his

illustrious guests, of which they partook. At a quarter to three they left the ship under a salute of nineteen guns.

A very beautiful lithograph of the *Meander* has just been executed in tint, by Mr. Thomas G. Dutton, appropriately dedicated to Mr. Brooke. The noble ship is cleverly drawn, and the accessories of the picture, the various craft, &c., are equally successful.

ILLN. 5 FEBRUARY 1848

The Meander proceeded with Brooke to Kuching, but before plans to make fresh assaults on the Ibans could be translated into practice, Keppel was called away to the China Coast. With this, Keppel ceased to play an active part in local affairs and his future visits to the Straits were of a more ceremonial nature. However, his reputation for not only great skill and courage as a sailor, but also for the great charm and exuberance of his personality, was already firmly established amongst local British residents.

Then another salute was heard, and a very short man, in an Admiral's uniform, his breast covered with medals (there was not room to put them all on) and the Order of the Bath over all, came up the verandah on the side facing the Esplanade, and, as he walked into the room through the last side door, taking off his hat with a bow to the company, with his smiling face, bright eyes and long eyelashes, everyone stood up delighted to see him. He had only arrived the afternoon before. He went round a table that was placed in front of the dais, shaking hands with the ladies, Mrs Joze d'Almeida and others that he knew. Governor Ord motioned to him to come on to the dais, and sit on one of the three seats that were placed upon it. But the Admiral laughingly shook his head, and taking up a Town Hall chair, put it down on the floor near the dais, and sat down on it, and remained there.*

Thus Keppel, now Commander-in-Chief, China Station, made his entrance on the occasion of the inauguration of Singapore's first colonial governor in 1867. But he was not only the toast of the colonial society of the Straits.



ADMIRAL OF THE FLEET, SIR HENRY KEPPEL, G.C.B., D.C.L.

He had his entrance into Buckingham Palace as well. He served for two years as groom-in-waiting to Queen Victoria, became an intimate of King Edward VII (then Prince of Wales), and in later years enjoyed a familiarity with the British Royal Family 'such as is rarely permitted to subjects'. In 1900, at the age of 92, he was back in Singapore, the special guest of the Governor, still presenting a robust and resplendent figure as Admiral of the Fleet, and on the active list for life at special command of the Queen.

TELEGRAPHS AND CABLES

A telegram announces the completion, on the 24th of November, of the submarine cable laid by Messrs. Newall & Co, for the Dutch Government between Singapore and Batavia, a distance of nearly six hundred miles. Another was about to be laid to Balenbang.

ILLN. 14 JANUARY 1860

There are no less than five submarine cables now out of order — namely, the Channel Islands, Atlantic, Mediterranean, and Red Sea cables, and the one between Singapore and Batavia.

ILLN. 10 MARCH 1860

The Indian telegraphs, which connect together Calcutta, Bombay, Madras, Delhi and all the principal towns in India, are advanced eastwards as far as Rangoon, and the routes thence to China and to Australia, by way of Singapore, Java, and Timor, are almost entirely in comparatively shallow water so far as the submarine part of the line is concerned, "and do not otherwise", writes Sir Charles Bright, "offer any difficulty which should prevent our having daily telegrams from Hong Kong, Melbourne, Sydney, Adelaide, and Brisbane within three years from this day".

ILLN. 15 OCTOBER 1864

The first message from England transmitted by sub-marine cable, land line, and horse express, was received in Melbourne on July 2. Owing to an unfortunate mishap to the cable, between Port Darwin and Java, all communication up to the present time has been suspended.

ILLN. 7 SEPTEMBER 1872

*Buckley, C.B., *An Anecdotal History of Old Times in Singapore...* (2 vols., Singapore, 1902).

The Madras-Penang section of the Eastern Extension Company's line has been repaired, thus re-establishing direct telegraphic communication with the Straits Settlements, China, Java, and Australia.

ILN, 31 MAY 1873

The cable between Singapore and Hong Kong has been repaired.

ILN, 25 OCTOBER 1873

Buckley, in his Anecdotal History, remarks:

"The beginning of submarine telegraph lines from Singapore was very unfortunate. In May (1859) the Dutch Government determined to lay a cable to Batavia, and obtained leave to lay it from Singapore. The line was completed on 24th November, and the merchants in Singapore sent a congratulatory message to which the Batavian merchants replied. The second message was from the Governor-General of Netherlands India to Governor Cavenagh, to which the latter replied. Then it snapped! A ship's anchor was thought to have broken the cable; it was repaired, but only remained a short time in operation, and after having been once or twice more repaired, it remained obstinately mute, and an examination was found so much injured, and in so many places, that the attempt to repair it was abandoned.

OVERLAND TELEGRAPH TO
CANTON, SHANGHAI, &c.,
AND DIRECT COMMERCE WITH WESTERN
INLAND CHINA

We submit to our readers in this Number, reduced to meet our space, the British Pegu portion of the Map of Middle Asia, constructed by Captain Sprye, to show the geographical part of the proposition which he and his sons have submitted to her

Majesty's Ministers for extending the English and Indian Telegraph from Eastern Pegu overland to Canton and the other open ports of China, and for establishing direct commerce with the now commercially unknown western and west central provinces of China proper, from our port of Rangoon, in the Bay of Bengal, by a cheap rail or tram road therefrom across Eastern Pegu to our extreme north-eastern territorial limit, in the direction of the Chinese frontier cities of Esmok and Poer . . .

This last section of the existing telegraph will be observed to pass from Rangoon to the ancient capital of Pegu, and thence by Sittang, Shoe-Gyen, and Mong to Tongho. The proposition of the Messrs. Sprye is that wires for the open ports of China shall branch off from Shoe-Gyen, in a direction more easterly than Tongho, to our extreme north-east boundary near the Salween River, or wherever our boundary may prove to be; that treaty arrangements shall be entered into between our Queen and the King of Burmah for the extension of the wires from such our extreme frontier limit across his Majesty's two Shan States of Kiang-Tung and Kiang-Hung to the Chinese south-western frontier city of Esmok; thence, under treaty arrangement between our Queen and the Emperor of China, the wires to be continued along the Imperial high road, through the valley of the Pearl River to Canton, and thence onward to Hong-Kong and all the open ports.

Looking to the shortness of this land distance from Shoe-Gyen to Canton compared with the ocean distance from Rangoon, down the Strait of Malacca, round Singapore, up to Hong-Kong, and to the perpetually-recurring injuries telegraphic cables will be there liable to sustain from the storms of those seas, and from the Malay and Chinese pirates infesting them, we consider the labours of the Captain and his sons to establish the telegraph overland to Canton well deserving the serious consideration of those who possess the privilege and power to encourage works of peace and of world-wide utility. To place clearly before our readers the views of the projectors, we cannot do better, we think, than quote the conclusion of their

introduction to a pamphlet which they are now circulating. Referring to their as yet non-success in impressing her Majesty's Ministers with the national importance of their propositions, they proceed to say, "But the treaty of Tien-Tsin having been negotiated more rapidly than was expected, the opening of Western China to our commerce across Eastern Pegu was not provided for in it; and thus sadly were our efforts to carry British commerce into Western China and to utilise and improve Eastern Pegu by making it the route for such an extension of our trade once more frustrated. Yet the quick-following disastrous repulse of our Minister from the mouth of the Tien-Tsin seems to us to make probable the negotiation of a fresh or supplemental treaty with China. The points which we have more particularly urged upon the Ministry are:— 1st. As respects China, to have Esmok made, by treaty, an open frontier gate for overland trade, subject to the same duties and rules as those fixed for the open ports, with a resident British Consul; and to have the electric telegraph set up from Esmok down the Pearl River valley to Canton; and on thence, by land, to Hong-Kong and all the open ports, and to whatever point may be made the residence of her Majesty's Minister to China. 2nd. As respects Burmah, to send an Envoy from her Majesty to that King, to promote friendly relations between the two Courts; and to negotiate for a commercial right of way, by the most direct line, with moderate duties, from North-eastern Pegu to Esmok; and for the extension of our telegraph from that point of our frontier to this Chinese frontier city. 3rd. As respects Siam, to instruct her Majesty's Consul at Bangkok to negotiate for the cessation of the border 'slave-making' warfare carried on by its Shan chiefs; and for the settlement with Burmah of their northern boundary, and with us of their western boundary; restricting this last to its ancient, natural and right limit — the summit of the Tanen-Taung-Ghee range. 4th. And as respects Pegu, to have a cheap single line tramroad or railway constructed, by the most direct route, from the port of Rangoon, by the ancient capital of Pegu on the river of that

name, to the more northern town of Shoë-Gyen on the River Sittang; and thence, by the most easy engineering line, to our north-eastern frontier, on or near to the right or left bank of that long and inhospitable river of impassable falls and rapids — the Salween."

ILLN, 21 APRIL 1860

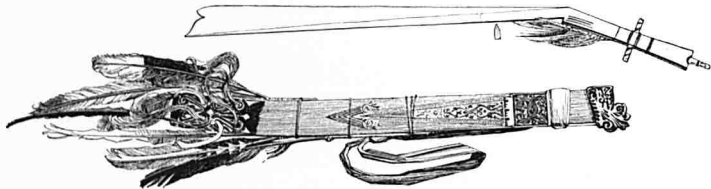
The development of the telegraph revolutionized the communication of information, both within the region of South-East Asia and through the region's links with the rest of the world. The laying of the first telegraph cables (submarine) between countries in the region (i.e. between Singapore and Batavia) had already commenced by the 1860s — although with somewhat disappointing results. By 1871, Singapore was linked directly by cable to Western Europe, and before the end of that decade virtually all the important areas in South-East Asia were connected, either directly or (usually) via Singapore, with the Western world. Borneo, however, did not fall into this category. The submarine cable

from Singapore did not reach Kuching till 1897, and Jesselton (Kota Kinabalu) until early in the new century.

The advent of the telegraph was coincidental to, or more properly, conspiratorially involved in, the high noon of European imperialism. Innovative colonial minds burned with visionary schemes for weaving the web of empire with ever-extending networks of telegraph cables, railway lines and shipping services. One such vision, which persisted for many years, is contained in the article reproduced here (the ILLN was always prone to this kind of speculation). It puts forward the case for the establishment of an overland telegraphic route to China which, as is pointed out, would be far shorter than the alternative route down the Straits of Malacca and round the Malay Peninsula. It would, of course, mean a healthy extension of British imperial influence, but depended to some measure on the cooperation of such native potentates as the King of Burma and the Emperor of China. For at the time of writing, Burmese kings still held sway at Ava (they had another fifteen years to go before they lost their independence), while the Manchu dynasty was to survive for another generation at Peking, with Western support, despite the contre-

temps at Tientsin referred to in this report. But neither ruler in the event proved particularly cooperative, and the overland route never came into existence. The dreams of Captain Sprye and his clan were not sufficiently realistic; they did not take into account the desolate, rugged terrain through which such a line must pass, nor the independent tribal inhabitants of these regions who in effect did not acknowledge the law of anyone. It took a long line of intrepid explorers to prove the point.

Viewed from another point of view, this article with its grandiose scheme of expansion chillingly placed the colonial settlers of the Straits and Borneo into their proper place in the grand imperial design. For what were they but importunate traders holding onto outposts whose main importance, as far as the Colonial office and the British Indian authorities were concerned, was as useful ports of call on the way to places of greater moment such as China and Japan, and the new territories of white settlement, Australia and New Zealand? So Captain Sprye and his sons could plot the bypassing of Singapore and the Straits in order to get to China. Only the hard facts of geography saved the day for the interests of the Straits.



IBAN PARANG

Made entirely of steel, flat handle, with cross-guard covered with tinfil and brass, sheath of redwood, carved.
Length of blade, 2ft. 4½in.; length of sheath, 2ft. 4½in.

2 The Pirate World

The Malay world in general and Borneo in particular are unfortunately identified in many Western minds with 'piracy' and 'headhunting'. Such were the activities that most readily sprang to mind, especially the Victorian mind, when mention was made of the region. For this, the I.L.N. must bear at least some of the responsibility; for its elegant pages loved to regale its readers with accounts of the horrendous acts of piracy and the valiant measures taken for its suppression. There were plenty of incidents and plenty of witnesses, and it made good copy.

In fact, 'piracy' was a good generic term to apply to one's enemies. The Spaniards, with considerable justification, described the first English interlopers (such as Drake and Hawkins) into their trade as 'pirates', and the first English sailor to cleave Malaysian waters, Sir James Lancaster, surely behaved in the most (or best) piratical manner. By the nineteenth century, however, the British themselves had become legitimate merchants and traders, conscious of the sanctity of property, the law and formal obligations, and those who attacked the peaceful commerce which they propagated could properly be regarded as pirates.

In the context of Borneo and the Straits in the nineteenth century, the main opposition to the commercial enterprise of the Europeans came from the native inhabitants of the region; from those who depended on the sea for their livelihood. These included the Achinese of north Sumatra; the Malays who lurked in the myriad isles of the Riau Archipelago just south of Singapore, and their cousins who — often under the leadership of an Arab sheikh — lorded the shores of northern Borneo; the Ibans of the Sarawak estuaries; and most daring and dreaded of all — the fearful Hanun and Balinini of Sulu and Mindanao, whose ferocity and brutality made 'lanun' the only word equivalent to piracy in the Malay language. That was not all. To the north, from their bases along the coasts of Fukien and Kwangtung in southern China and on the island of Formosa, waited Chinese pirates, far better equipped in terms of ships and weapons, though far less daring than their Malaysian counterparts.

Enemies of the European trader these peoples were. They were also, by any Western definition, pirates. They attacked vessels of commerce, killed and plundered. But for these local inhabitants, piracy was a traditional profession; a calling, carried out from time immemorial in an environment of countless islands which were ideally suited to its execution. Piracy was a legitimate way of making a living, of survival. It produced the Robin Hoods and Dick Turpins of the sea-lanes of South-East Asia. As Cratford in his Descriptive Dictionary observed, 'The receivers of the stolen goods, at least the shares in the booty, have been many of the native princes, who, far from thinking piracy any discredit, have looked on its gains as a fair and regular branch of their incomes'. It was well known at Kuching that the Court of the Sultan of Brunei derived a considerable, if not major, part of its income from the proceeds of the piratical activities of the Sultan's subjects. The Malay sultanate of Riau-Lingga was virtually a pirate base, and thrived exceedingly on the rich pickings offered by its next door neighbour, Singapore. Even that most enlightened of Malay rulers, the Temenggung of Johore, who actually lived and socialized in Singapore, was strongly suspected of being in league with his piratical cousins.

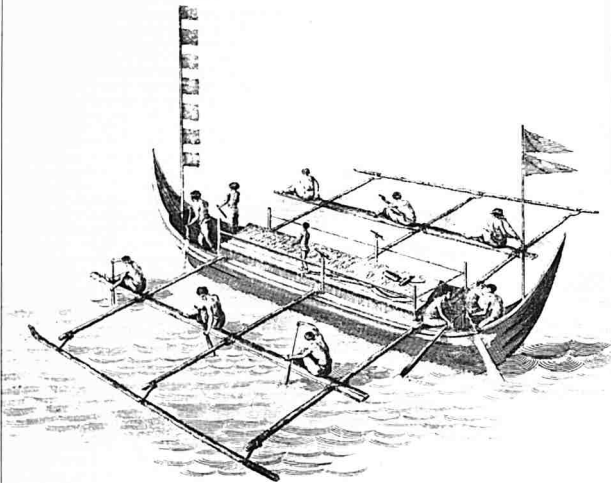
This was where the shadowy line between piracy and politics lay. What was regarded by European official and merchant alike as outrageous plunder and robbery on the high seas could be justified by the perpetrators as acts of self-defence. Were not the ferocious Sulu and Balinini engaged in a centuries-old struggle against the infidel which began when the Christian Spaniards captured Manila in 1570? Were not the Ibans and Malays of northern Borneo defending their heritage against the marauding European who had reduced them to beggary by monopolizing the trade of the region?



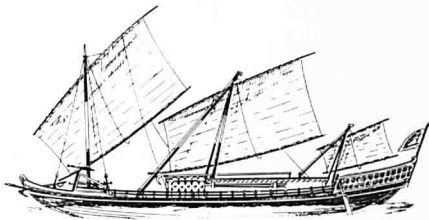
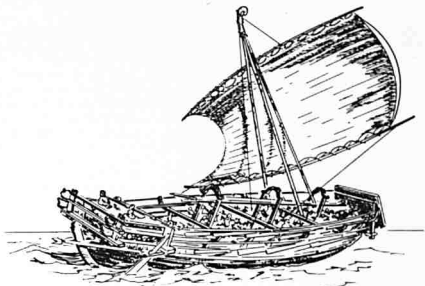
AN IBANUN PIRATE

From the point of view of James Brooke, newly established on the island of Borneo (let alone the merchants of Singapore, Penang and Malacca, anxious to promote their trading interests), the other side of the coin was the necessity to eradicate the piracy hampering the development and growth of legitimate commerce which, as he reckoned, would ultimately bring prosperity to all. It was also a matter of political survival. For as long as the Malay and Iban communities along the Bornean shore remained defiant and unsubdued, his position could never be secure. This, then, was the rationale behind the series of spectacular expeditions of the 1840s and 1850s which he conducted — with the essential support of the British Navy — against the Iban and Malay strongholds. These expeditions made sensational reading and were faithfully reported in the pages of the *I.L.N.* The assaults largely achieved their purpose, and were applauded in the Straits, but the appalling loss of life incurred upset many drawing-room humanitarians in Britain. James Brooke's enemies (and he had a few) seized this opportunity to attack him, enlisting such formidable leaders of public opinion in England as David Hume and Richard Cobden, and launching a campaign through Parliament and the law courts. Finally Brooke was exonerated of the charges brought against him, but at a cost. 'I cannot close my diary for this year', wrote Keppel, 'without mention of the sore trouble which my friend Brooke was involved. The commencement, indeed, of the persecution from which he emerged stainless, but at the cost of mental anxiety which ultimately caused his death.'

By the last quarter of the century, the piracy problem was largely resolved. Brooke had made a notable contribution, along with the British Navy; and the Ibans, for the most part, were now to be numbered amongst the loyal supporters of the Brooke regime. The power of the dreaded Itanun and Balinini had also been broken. Despite their valour, numbers, and the swiftness and agility of their vessels, these were no match for the iron-clad steam monsters of the West which dominated the seas after the 1860s. Nor could they easily recover from the repeated raids against their bases. By 1900 acts of piracy had become something of a rarity, and the readers of the *I.L.N.* had to find their titillation elsewhere.

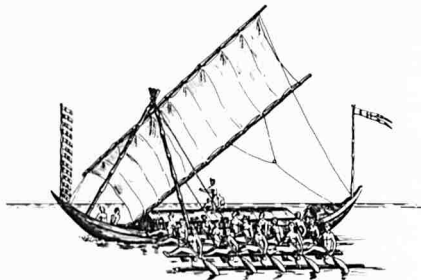


MOLUCCA CORCORO

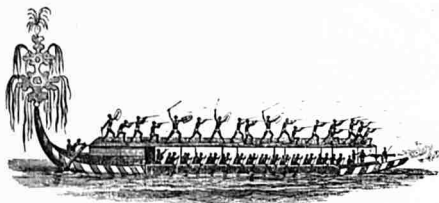


The names *Ilanun* and *Balinini* struck terror into the hearts of all those who heard them. The *Ilanun* took their name from *Ilanu Bay* in southern *Mindanao* where they had their bases, while the *Balanini* acquired theirs from the *Balanguingui* isles of the *Sulu* archipelago. A mixture of *Malays*, *Bajaus* and *Samals*, from these bases they sallied forth when the appropriate winds blew, dividing into four or five squadrons to comb the adjacent seas. One group sailed around the island of *Borneo* itself, ravaging the *Celebes* and the *Moluccas* as they returned. A second visited the *Gulf of Siam* and the east coast of the *Malay Peninsula*. A third swept past *Riau* and up the *Straits of Malacca* to the *Mergui Archipelago*, a fourth down to *Java*, and the fifth plundered the shores of the *Philippines*. In addition, they established strongholds stretching from north-east *Borneo* (*Sabah*) to *Indragiri* in *Sumatra* and *Tantoli* in the *Celebes*. The regularity of these *Ilanun/Balanini* sweeps led the British in *Singapore* to refer to the months of *August* to *October* as 'the *Lanun* season'.

The *kora-kora* was the traditional fighting craft of the *Moluccan* and *Sulu* islands, outrigger vessels usually more than 50 feet (15 metres) long and paddled by more than a hundred men each. But by the early nineteenth century, the *kora-kora* had evolved into a vessel with a broader hull and able to accommodate two banks of oarsmen, one bank standing and the other sitting. The average galley in a *Lanun* fleet varied from 40 to 100 tons and carried 40 to 60 men. But *Hunter*, a British admiral who once took part (disguised as a *Malay*) in a *Lanun* voyage, described the flagship in which he went as being 95 feet (30 metres) long, with 90 oars, double-banked, 56 fighting men, 12 *lellas* (*Malay* cannon) and a *Spanish 18-pounder*. Nearly every European traveller who had voyaged in *South-East Asian* waters had had his experience of pirates. How alarming such a confrontation could be is vividly conveyed by *John White*, a lieutenant in the *US Navy*, whose ship was attacked by pirates off *Banka*, six days out of *Batavia* on 24 May 1819.



KORA KORA A.D. 1700



DYAK WAR PRAHU ON SKERANG RIVER

'At 11 o'clock A.M. on the 24th . . . we discovered three large proas, as the Malay vessels are called, in the offing, standing for us, and as it was nearly calm, they, with the assistance of their oars, soon approached sufficiently near for us to discover that they were full of men, and had each two banks of oars, with a barricado built across their forecastles, above a man's height, and projecting out several feet beyond the gunwale, or top of the vessel, on each side, in the centre of which was a round perforation or embrasure, through which projected the muzzle of a large cannon. One of these vessels was larger than the others, wore a long pendant of blue or dark green ground, with a white border at the mast, and on the upper and lower edges, but none at the fly. We counted on one side of this boat thirty-seven oars, and presuming both sides equal, she was propelled by seventy-four oars; the other two, we thought, were about one quarter part less, giving them in the aggregate one hundred and eighty-five oars . . . It being nearly calm, they possessed a great advantage over us in point of manoeuvring, and kept their heads or barricadoes constantly presented to us; they approached with a great appearance of resolution till nearly within range of our guns, when they began to slacken and kept aloof, probably for the purpose of reconnoitring.*

After having been fired at from White's ship immediately, as if electrified by this salute, every oar was set briskly to work, and they made directly for us, with every appearance of determined courage, tossing up the water with their oars, which moved without the least regularity, and assumed the appearance of the legs of a centipede in rapid motion . . . After another broadside from White's ship, a great confusion was caused on board the squadron by this specimen of our gunnery, and the two smaller vessels pulled along side of the commodore, where they lay for some time. The engagement lasted for another hour or so, by which time the gun carriages on board White's ship had split and made the guns themselves inoperable. At last, the American boat made its way to the protection of the Dutch harbour of Muntok.

*White, J., *A Voyage to Cochin China* (London, 1824)

CHUI-A-POO, THE CHINESE PIRATE

This celebrated Chinese outlaw and pirate chief first became known to the foreign community of China in connexion with a most melancholy tragedy — the wanton murder of two British officers, Captain Da Costa, of the Royal Engineers, and Lieutenant Dwyer, of the Ceylon Rifle Regiment, whilst strolling on the sea beach, on a Sunday afternoon, in the month of February, 1849, near a pleasant little hamlet known as Hong-maow-Kok, situated on a peninsula of the island of Hong-Kong, and not two miles distant from the military cantonment of Stanley. The notorious miscreant, of whom the accompanying Sketch is a faithful likeness, was at once declared the murderer, and fled from the island immediately upon the discovery of his dreadful crime. From that time nothing was heard of him until the 30th September following, when he was found at the head of a formidable pirate fleet of twenty-three sail, averaging 500 tons each, and mounting 12 to 18-pounder carronades. This squadron had just put into one of his dock-yards upon the north-east coast, aptly designated "Pirates' Cove," not 50 miles distant from Hong Kong. "The track of this desperate buccaneer," says a narrative of that day, "was marked along the sea-board by smouldering towns, smoking villages, and wasted crops; stranded fishing craft and trading junks burnt to the water's edge, and



CHUI-A-POO, THE CHINESE PIRATE

houseless villagers grouped upon the surrounding hills, looking down upon their rootless homesteads and ruined harvest." But the hour of retribution was at hand; and on September 29, 1849, the principal squadron of Chui-a-Poo, consisting of 23 piratical junks, three new ones on the stocks, and two dockyards, were destroyed by fire; and, of 1800 men who manned them, about 1400 were killed, the rest being dispersed without resource — this able service being performed by her Majesty's steamers

Columbine and *Fury*, assisted by the Oriental Steam Navigation Company's vessel *Canton*.

After the destruction of his fleet, the pirate chief fled into the interior of China, and nothing whatever was heard of him up to February of the present year, when he was unexpectedly delivered, bound and gagged, on board the hon. Company's war-steamer *Phlegethon*, Captain Niblett, then lying in Canton river; his captors being, as report has it, some of his former followers, seduced to the act of treachery by a reward of £100 sterling put upon his head by the Hong-Kong Government, at the time he fled from the island after the murder of Captain Da Costa and his companion.

He was tried for the murder at a special sessions of the supreme court of that colony on the 10th of March last, and found guilty of man-slaughter, the evidence (after such a lapse of time, and the death and absence of important witnesses) failing to support the capital indictment; and sentenced to transportation for life. Unable, however, to support the prospect of prolonged misery, so opposite to the habits of his stirring and adventurous existence, he strangled himself in his cell in the Hong-Kong prison, the night before he was to have quitted China for ever, and while the convict-ship was waiting to convey him to the penal lines of the island of Penang, thus crowning, perhaps, as desperate a career as history records of any of the old corsairs of the Spanish Main.

ILN, 14 JUNE 1851

SUMPITAN

Pattern inlaid with tin-foil.
Length, 80 $\frac{1}{2}$ in.; bore 7/16 in.;
weight, 20 oz.



PIRACY AND MURDER IN THE INDIAN ARCHIPELAGO

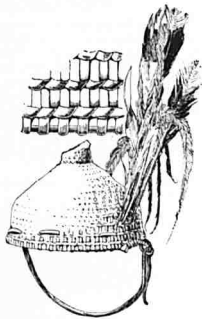
The pirates of the Indian Archipelago, to whose atrocities attention was drawn some time back, have again furnished materials for a harrowing narrative. The following account refers to the murder of two gentlemen and a portion of their native crew by a most outrageous attack made on their vessel by some Lanun and Suloo pirates in Malluda Bay. The following particulars were obtained from a gentleman who formed one of the expedition which made diligent inquiries on the spot as to the tragedy:—

The H.C. steamer *Plato*, on her way from Labuan to the N.E. coast of Borneo, touched at Malluda Bay, at which place intelligence was received of the capture by pirates of the schooner *Dolphin*, and the murder of Mr. Burns (supercargo) and Robertson (captain), as also a portion of the crew. This outrage is reported to have taken place on or about the 7th or 8th of September last. From inquiries made, it appeared that, in the evening, whilst the vessel was under way, two boats manned by ten men went alongside and intimidated their desire to trade, which Captain Robertson declined to do until daylight next morning. About seven o'clock on the following day, two men, one a Lanun, and the other a Suloo man, went on board, apparently to trade with Mr. Burns, having with them some mats, pearls, and camphor. Whilst Mr. Burns was in a stooping posture, his attention taken up examining some pearls in his hand, a Borneo mat, rolled up, was handed from the boat, which Burns glanced at, and in which was concealed a Suloo kris. The pretended trader adroitly drew out the hidden weapon, and at a single cut severed Burns's head from his body. Captain Robertson was pacing up and down the quarter-deck, and at this juncture his back was towards Burns. The Suloo man, observing Burns despatched, made a cut at Robertson's neck, who, turning at the instant, received a kris wound across the chin, and ran forward to the jibboom-end, whence he begged hard for his life. From one of the boats, under the schooner's bows,

several spears were thrown at Robertson, who fell into the water and was finished by a spear thrust through his body. Three of the crew (Malays) were also butchered. Not the least resistance was offered, and the arms were all below in the hold. The rest of the crew took to the water or escaped up the rigging; their lives were spared, and they were bound with ropes. A native woman on board was cut nearly in two and thrown into the sea. On obtaining this information the *Plato* proceeded to Labuk Bay, to which place the *Dolphin* was reported to have been taken by the pirates. Owing to the shallowness of the water the boats were got ready, consisting of the two paddle-box boats, each fitted with a 6-pounder, and the first cutter, under the command of Mr. Hodge, of the *Plato*, and accompanied by Mr. St. John, officiating commissioner. In consequence of the intricacy of the Benguin river, some difficulty

was experienced in hitting upon the right channel. After passing some distance, the *Dolphin's* boat was observed pulling towards the flotilla; and at six P.M. Mr. Hodges boarded the schooner *Dolphin*, at anchor in the Benguin river. The same evening Mr. St. John proceeded up the river to see the chief, from whom it was ascertained that on the schooner's arrival he demanded of the pirates what vessel it was; they said she was a Spanish trader, and as the Suloos are at war with Spain, they had a right to take her. The crew were interrogated, but from fear answered they did not know what flag the vessel sailed under; but one of the chief's people, seeing the crew, said, "You are Mr. Burns's crew — I have seen the schooner at Bruni." The crew then told the chief what had happened, upon which the chief himself cut down one of the pirates, others were wounded and some captured, but were subsequently released by a large party of Suloos and Lanuns, who threatened to return and destroy the chief of Benguin. The flotilla towed the *Dolphin* to Labuk Bay, and on the 2d of November it rejoined the *Plato*. The steamer next day towed the *Dolphin* as far as the northern entrance of Malluda Bay, placed on board four European seamen, victualled the native crew, and despatched the schooner to Singapore.

ILLN. 17 JANUARY 1852



DYAK WAK CAF
Made of coarsely-plaited rotan, lined inside with pandanus leaf, to one side are fastened some hornbill's leathers.

The Burns affair was perhaps more than a case of piracy, pure and simple. Robert Burns, namesake and grandson of the great Scots poet, was a well-known figure on the Borneo coast. He had explored the Brunei interior (the first European to have done so) and got to know and wrote about the Kayan. He was obviously a man of resource and ability. However, he also had a short temper — not an asset in dealing with the local inhabitants — and was crude and demanding, particularly where women were concerned. He incurred the disapproval of James Brooke who (in his capacity as Governor of Labuan) regarded him as a disturbance and, more seriously in the long run, perhaps, he quarrelled violently and broke all the norms of Malay etiquette with the Sultan of Brunei himself. Thwarted by

Brooke (and his own behaviour) from obtaining antimony-mining concessions in Brunei, he sought compensation by trading on his own account along the coast, getting involved in some more quarrels in the process. It was at this stage that he met his untimely end in Marsudu Bay. The sequel to this event is given in the I.L.N. report which follows.

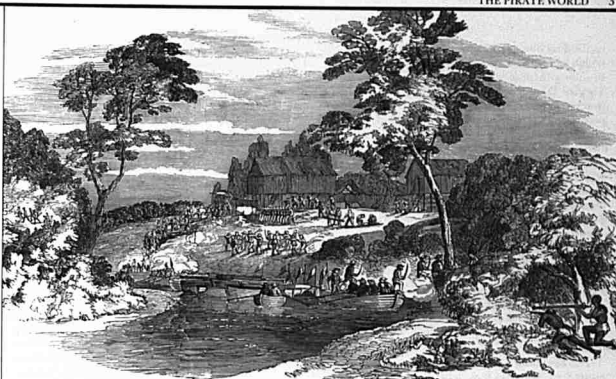
THE BORNESE PIRATES

We have been favoured by a Correspondent with the following narrative, with Sketches, of the Expedition of H.M.S. *Cleopatra* to Borneo; dated Singapore, March 16, 1852:—

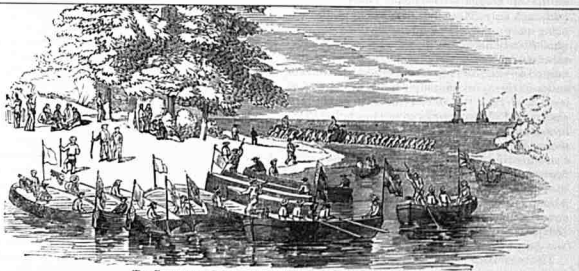
In consequence of the *Dolphin*, a small trading schooner, having been attacked in Maludu Bay, on September 12th last, and her captain (Robertson), supercargo (Burns, a grandson of the famous poet), and five of her crew having been murdered by some pirates that were afterwards found to belong to Tunku, the *Cleopatra* was ordered to proceed there, in company with the Hon. Company's steamer *Semiramis* and *Pluto*, and obtain satisfaction from this lawless race. The pirates had taken the *Dolphin* to Labuk Bay, where she was boarded by the Chief of that place, Sherreef Yassin, who, on recognising the vessel, captured her from the pirates, after having kised the greater part of them, and delivered her up to the *Pluto*, which was sent in search of the vessel the moment the news arrived at Labuan. The Chief and four of the pirates managed to escape, and made the best of their way, it is supposed, to Tunku, to which place they all belonged, and were about to take the vessel.

The *Cleopatra* sailed from Singapore on the 10th of January, and arrived at Labuan on the 20th, where she was joined by the *Semiramis* and *Pluto*, the latter vessel bringing Mr. St. John (the political agent for Borneo, in the absence of Sir James Brooke) and Captain Brooke from Sarawak, to accompany us on the expedition.

We started again on the 27th, and proceeded alone to Gaya Bay (leaving the steamers behind to complete coaling) to pay a visit to the Chief at that place, Paugean Madoud, for the purpose of



THE ATTACK



THE EXPEDITION CROSSING THE BAR OF THE RIVER AT TUNKU

cautioning him against assisting the Illanun pirates, which he had been in the habit of doing, particularly in selling them a boat in which they went pirating. To give this as much effect as possible, five boats (barge, pinnace, first and second cutter, and gig), proceeded up the river on the 31st to his residence at Mengatal, and on arriving were saluted with twenty-one guns from a battery of two guns (brass three-pounders), one of which had no carriage, and was fired as it was lying down on the grass, and which was returned by the barge and pinnace. The conference turned out satisfactorily, and the Paugean promised everything, and also to pay Mr. Meldrum (an English merchant residing there) a large sum for goods delivered to the Chief. We had an opportunity of seeing here one of the wild tribes from the interior, whose chief employment is head-hunting, dressed up in his best clothes.

The boat returned to the ship in the middle of the day. From the anchorage we had a fine view of the Kini Balu (13,698 feet), the highest mountain on the island, and the entrance to the river.

The *Semiramis* joined us at this place, and we proceeded to Maludu Bay, where we remained four days, until the *Plato* arrived. We all started together on the 7th February for Tunku. This took a week (although only 200 miles), on account of the coast being quite unexplored, and the sea filled with reefs in all directions. We anchored off the pirate settlement on the morning of the 15th, and immediately hoisted all the boats out, manned and armed them, and sent them, in company with those of the *Semiramis* and *Plato*, to ascend the river. Our force consisted of 250 men in fifteen boats, seven of which had guns; each of the commanders taking charge of their own men, and Captain Massie superintending the whole. Our pilot, mistaking the river, ascended the wrong one, after having been obliged to haul all the boats over by main strength, it being nearly low water at the time. After trying two different branches, not at all agreeing with the description of the place, we returned in the afternoon. A large war-boat was seen in this river.

The next morning (the 16th) the boats were sent in the same order to another river, but, being low

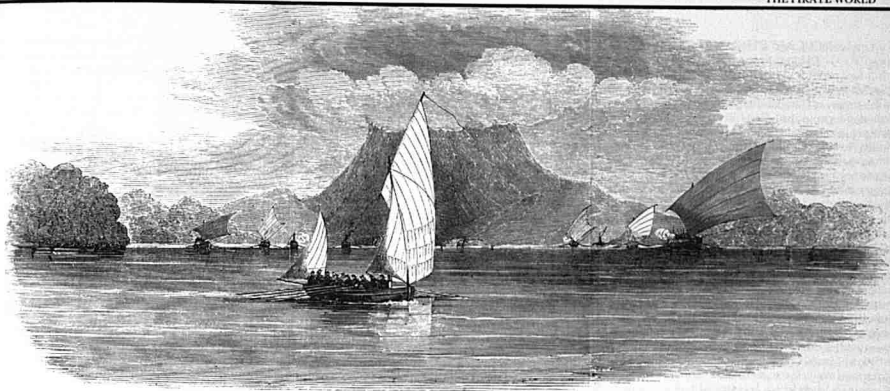


THE FUNERAL AT SEA

water, found it impossible to cross the bar, they therefore returned to their respective ships until the tide flowed. During this time four natives came down to the beach, and planted a white flag in the sand, with a goat fast to it. A boat was immediately sent, and found out that they were slaves, and that they had come down to present the goat, on account of our men not having destroyed their houses the day before, at the entrance of the first river. One man came on board in the boat, and we found out that the river the boats had attempted to enter in the morning was the right one, but that the fighting men were all away in their boats, and therefore we would find nobody there. When the tide had sufficiently flowed (11.30 A.M.) we again started, and after some little trouble succeeded in getting over the bar, and commenced pulling up the river, the leading boats having white flags. After two hours' pulling up a magnificent river, we arrived at the Chief's house (Rajah Muda), and immediately landed the marines and small-arm men. We found the place deserted, but, from the appearance of their fires, could only have left a few minutes before. A tree was thrown across the river at this place. Nobody had been seen the whole way up, with the exception of four men in a small canoe, who pulled away higher up the river the moment they perceived us. On arriving at the house, a white flag was placed

on the roof, to see if any body would come back. After having been ten minutes here looking round the place, the men in the boats were suddenly fired upon from the jungle, and one man killed and two wounded. The men thus taken by surprise instantly seized their arms, and fired into the jungle; and as soon as the boat's guns and Congreve rockets could be brought to bear, fired in the direction that the smoke had been first seen. (The reports of their guns were so small, although only about five yards off, that they were hardly heard by the boat's crew. Small-arm men were then landed on both banks, but nothing more was seen of them. As it was then past three in the afternoon, the men were embarked, and returned down to the river to the ships. The next evening the boats again left, and anchored inside the bar of the river, preparatory to starting by daybreak in the morning. The boats reached the Chief's house at 6 A.M. and the marines and small-arm men started to scour the country. A great number of houses were found further inland, and the land well cultivated with rice, sugar, fruit-trees, &c. The natives all left with their women and children before we came up to their houses. In retaliation for their having fired upon us the day before when a white flag was flying, about forty houses were burnt (including the Chief's), and the little property that we found in them destroyed, as well as cutting down their fruit-trees, &c. Nearly in the middle of the day, when this was going on, the natives again came down to the same spot (Chief's house) unperceived, and fired on the crews left in the boats, by which one man was killed and two wounded. Another man was killed about the same time by his musket going off by accident, the ball passing through his head. In the afternoon everybody was again embarked, and returned to the ships before sunset.

The inhabitants of this well-known pirate settlement were well prepared for us, as everything of any importance had been removed, and their guns buried. It is more probable, if they had not been away, they would have disputed our passage up, which they might easily have done, as the dense jungle grew close down to the banks. The famous Illanun pirates inhabit this place, having colonized



FLEET OF MALAY PIRATES AND ROYALIST BOAT IN ENDEAVOUR STRAITS

it from Mandanao a great number of years past. Their expeditions are invariably marked with singular cunning, barbarity, and recklessness, always murdering the crews of vessels fallen in with, with the exception of those they are enabled to sell for slaves.

Next morning, the 19th, after having committed the bodies of the two men who had been killed the day before to the deep, the vessels weighed and moved down off the entrance of the Sibail river, about eight miles distant from the other. Preparations were made for ascending this river; but finding the provisions were getting very low, and would only last to enable the vessels to reach Singapore, no more time could be spared to ascend the other rivers in the pirate district, and therefore left on the morning of the 21st. On our way back we

intended to have stopped at Labuk Bay, in order to present a rifle, with a suitable address, to Shereef Yassin, that had been sent by the merchants of Singapore, after having heard of his good conduct in retaking the *Dolphin* from the pirates; but finding there was not sufficient time to have sent it up, we were obliged to defer it for a more convenient opportunity.

On the 25th February, on passing Maludu Bay; Captain Massie and Mr. St. John left in the *Plato* for Maludu, for the purpose of having a conference with Shereef Houssin, who resides there, and who happened to have been on board the *Dolphin* at the time of the murder, and was therefore suspected to have been concerned in it. This man had formerly been the Chief of this district, but owing to intrigue had been obliged to retire, and had not been allowed

to remain there for some years, but of late has returned there with a few followers for the ostensible purpose of trading. The conference turned out unsatisfactory, as nothing could be proved against him.

The vessels arrived at Labuan on the 28th, where the *Cleopatra* remained three days for the purpose of watering, and then sailed for Singapore, where she arrived on March 9. The steamers were left behind to coal, and then followed. This short cruise will teach these pirates that they are not safe in their own strongholds, and that they are liable to be attacked by our vessels at any time.

ILN, 29 MAY 1852

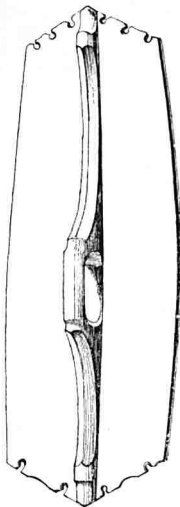
MALAY PIRATES IN
THE CHINA SEAS

Her Majesty's ship *Royalist* is at present engaged in the survey of the island of Palawan, a country but little known; and the official Report of Commander Bate, just received, contains some interesting details.

"As we were nearly in the parallel of a deep bay which occurs on the east coast (says Commander Bate), and in the south-west extremity of which the Spanish settlement of Tai-tai is situated, I conceived the idea of endeavouring to effect a communication with that place by making a journey across the island, which, if accomplished, would give me a good insight into the topography of the country, &c."

Fortunately the Commander fell in with a native guide, and next morning they left the ship in the five-oared gig, accompanied by four officers, and after a long pull arrived at Pancol, distant about twenty miles, about noon.

"Pancol is the second Spanish settlement on this coast, and contains a population of fifty, exclusive of women and children. It is situated on the eastern shore of an extensive sound, and bears E.N.E. from the high table-land of Malampaya. Here, by pulling five miles farther in a south-easterly direction, and disembarking at the head of a mangrove creek, which runs high into the body of the island, we arrived at the point of debarkation at 3 P.M., leaving the gig to take shelter for the night, at a stockade which commanded the entrance of the creek. After wading through a swamp entangled by mangrove roots, we emerged into somewhat clearer ground, and then soon came upon a footpath in thick underwood. Ultimately we got a clear path which led in a S.E. direction through an open tract of country, then bending its course eastward. The highest point ascended crossing the island was 110 feet above the level of the sea. Its soil is of a sandy description, and the long coarse grass which is so perplexing to the clearers of land at Singapore grows in luxuriance here. We arrived at Tai-tai at sunset, and were received with the greatest hospitality by



SMALL SHIELD

One end narrower than the other. Handle at back, cut out of the solid pale-coloured wood. Angular front carved with a cross, which with the ends and border is painted dark crimson and coated with tinfoil. The interspaces are painted yellow; they are coloured with indigo and dark crimson and also partially coated with tinfoil. Length, 23in.; width, 8 $\frac{1}{2}$ in.

the Spanish authorities. Their gun-boat squadron had been engaged with four piratical prahus in the neighbourhood of Tac-boo-loo-bo, the latter being the aggressors, which resulted in the total defeat of the pirates, but with a loss on their side of one gun-boat, and her crew blown up. We left Tai-tai at noon the following day, and returned by the same route. On our arrival at Pancel, at 5 P.M., we found the village in a state of excitement from a report brought by one of their own boats, that seven large pirate prahus were in the neighbourhood."

"We bivouacked on the beach, in advance of the village, for the night. The inhabitants, from the noise they made throughout it, relieved us of the necessity of keeping a *very strict* look-out. Daylight approached (June 12), no pirates came, and we set out on our return to the ship.

"The extent of Malampaya Sound (through which we had to pull), including the Endeavour Strait, is twenty miles in a north and south, and averages eight miles in an east and west, direction. Its resources for giving security to hordes of pirates

are great, owing to the number of islands of various sizes contained in it, most of the shores of which are broken by mangrove creeks, the entrances being imperceptible until close to, because of the sameness of the foliage. We had only proceeded in the gig about five or six miles, when three boats pulling a number of oars were discovered steering in a direction to cut the gig off. I pulled towards them, when they merely slackened their speed and closed upon the centre boat, in order that they might be better supported by five large prahus which made their appearance from behind a small island. The large prahus (each carrying from fifty to sixty men, with their fighting stages erected over the rowers), exhibiting a formidable appearance, advanced by open order in the form of a crescent, apparently with the intention of hemming us in."

Being fifteen miles from the ship, and in a channel difficult to identify, the Commander made the best of his way to the vessel: the chase became general; the lofty sails of the prahus were very effective; and the pirates, seeing the advantage they were gaining,

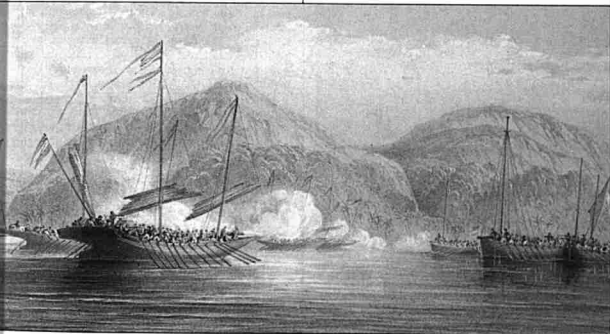
opened fire (with their lelahs), and followed up each discharge with a hideous yell, but their shot fell wide and beyond the gig. When within three or four miles of the ship, the pirates suddenly lowered their sails, and came to in the middle of the strait. The Commander made the best of his way on board, and, near midnight, the ship took up a position southward, blockading the only known available channel through which the pirates might possibly get to sea; the pinnace being despatched to take up a position in shore for the purpose of intercepting them should they put to sea under cover of the darkness of the land. After two days and one night's fruitless search, the report continues:-

"The pirate fleet, now left in our rear, was estimated to consist of 400 men disposed in eight prahus, a force sufficient to devastate any portion of country in this neighbourhood, and consign its inhabitants to hopeless slavery. I have entered more fully into the detail of this circumstance than I should otherwise have done, because the impression appears to be gaining ground that there are no such persons as pirates in these seas; whereas I know, both on the east and west coasts of Palawan, the people are kept in constant dread of them.

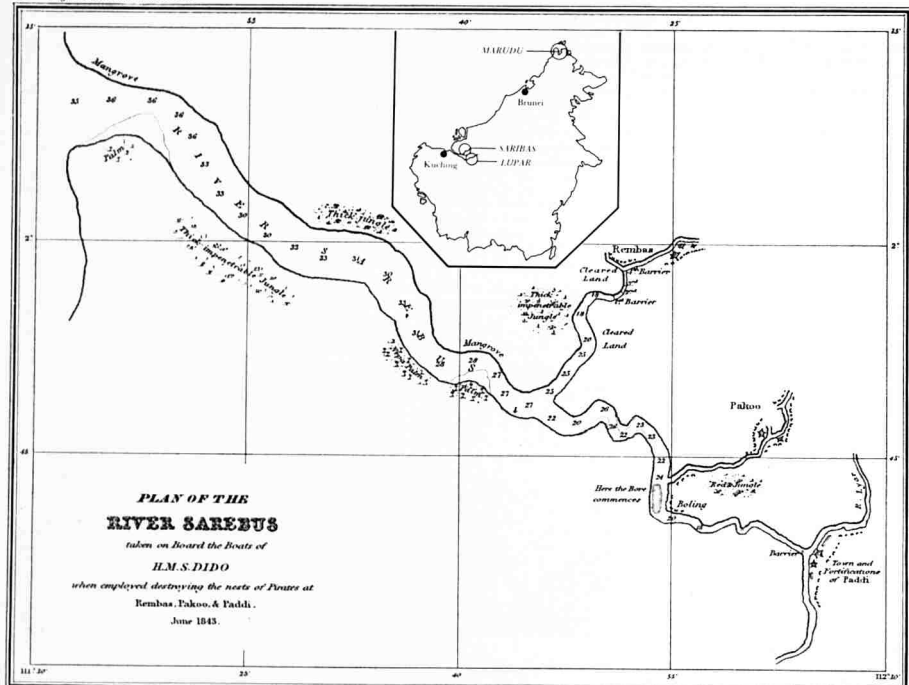
"It will be interesting to add, that on our visit to Palaoan Bay, Mindoro Island, in December last, the inhabitants informed us that on the 22d May, 1851, seven prahus, each containing about 50 men, suddenly appeared in the bay, ransacked the village, carried off five women and two children, murdering at the same time one man and wounding two others, because they resisted the capture of their families. No doubt they were the same we encountered a few days afterwards in Malampaya Sound, as they stood in that direction after leaving Palaoan Bay."

The Illustration on p. 33 is from a Sketch by Captain Bate, during the heat of the chase in Endeavour Straits, when the boat was about nine miles from the *Royalist*. The high land at the back is Malampaya Table.

ILN, 24 APRIL 1852.



ATTACK ON THE DIDO'S BOATS OFF SIRHASSEN



Between 1843 and 1850, James Brooke, with the indispensable backing of the British navy, crushed his Iban and Malay adversaries — the "pirates" —, humbled the Court of Brunei, acquired Labuan as a new British colony and base, and in general established his predominance along the Bornean shore. The first of the four major expeditions mounted at the instance of Brooke took place in June 1843, but, unaccountably enough, was not chronicled by the I.L.N. It was led by Brooke and Keppel in the boats of the Dido against the so-called Arab sherifs, Sahap of Sadong, Mullah of Undop, and Ahmad of Linggi, who lorded over the reaches of these rivers, all within 50 miles radius of Kuching, and who responded to Brooke's call to abandon piracy by suspending a basket from a high tree to await his head. Collectively they could muster a formidable force of 20,000 tough warriors adept at jungle warfare and sea-fighting alike. The raid up the Seribas River (see Keppel's map opposite) culminated in the storming and burning of the strongholds of Padek, Paku and Rimbias. The following is an excerpt of Keppel's own account . . .

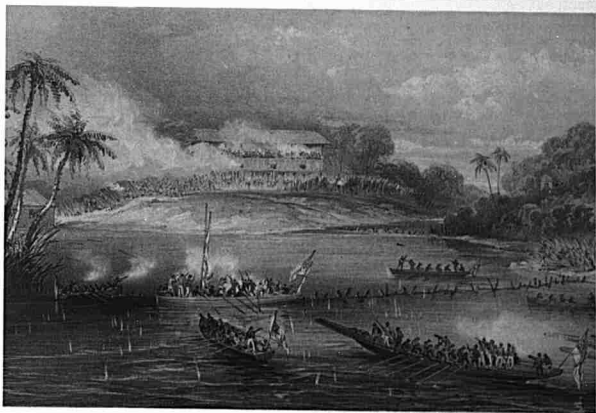
A sudden turn in the river brought us (Mr. Brooke was by my side) in front of a steep hill which rose from the bank. It had been cleared of jungle, and long grass grew in its place. As we hove in sight, several hundred savages rose up, and gave one of their war-yells: it [*sic*] was the first I had heard. No report from musketry or ordnance could ever make a man's heart feel so small as mine did at that horrid yell: but I had no leisure to think. I had only time for a shot at them with my double-barrel, as they rushed down the steep, whilst I was carried past. I soon after heard the report of our large boat's heavy gun, which must have convinced them that we likewise were prepared.

On the roof of a long building, on the summit of the hill, were several warriors performing a wardance, which it would be difficult to imitate on such a stage. As these were not the forts we were in search of, we did not delay longer than to exchange a few shots in sweeping along.

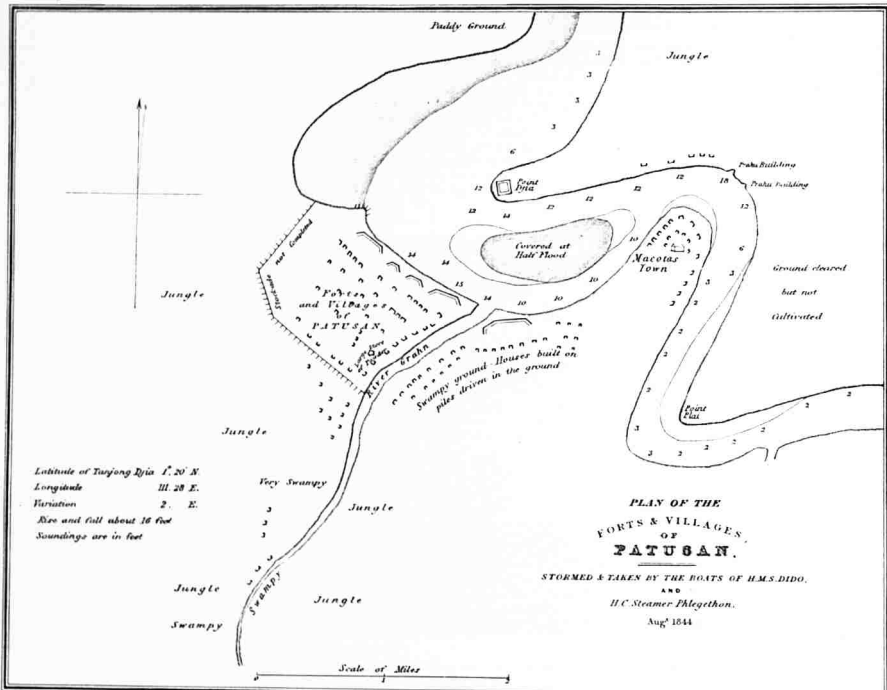
Our next obstacle was more troublesome, being a strong barrier right across the river, formed of two rows of trees placed firmly in the mud, with their tops crossed and secured together by rattans; and

along the fork, formed by the crossing of the tops of these stakes, were other trees firmly secured. Rapidly approaching this barrier, I observed a small opening that might probably admit a canoe; and gathering good way, and putting my gig's head straight at it, I squeezed through. On reaching it the scene again changed, and I opened on three formidable-looking forts, which lost not a moment in opening a discharge of cannon on my unfortunate gig. Luckily their guns were properly elevated for the range of the barrier; and, with the exception of

a few straggling grape-shot that splashed the water round us, the whole went over our heads. For a moment I found myself cut off from my companions, and drifting fast upon the enemy. The banks of the river were covered with warriors, yelling and rushing down to secure — what I suppose they considered me — their prize. I had some difficulty in getting my long gig round, and paddling up against the stream; but while my friend Brooke steered the boat, my coxswain and myself kept up a fire, with tolerable aim, on the embrasures, to prevent, if



THE ATTACK ON PADDI BY THE BOATS OF H.M.S. *Dido*



possible, their reloading before the pinnace, our leading boat, could bring her twelve-pound carronade to bear. I was too late to prevent the pinnace falling athwart the barrier, in which position she had three men wounded. With the assistance of some of our native followers, the rattan-lashings which secured the heads of the stakes were soon cut through; and I was not sorry when I found the Dido's first cutter on the same side with myself. The other boats soon followed; and while the pinnace kept up a destructive fire on the fort, Mr. D'Aeth, who was the first to land, jumped on shore, with his crew, at the foot of the hill on the top of which the nearest fort stood, and at once rushed for the summit. This mode of warfare — this dashing at once in the very face of their fort — was so novel and incomprehensible to our enemies, that they fled, panic-struck, into the jungle; and it was with the greatest difficulty that our leading men could get even a snap-shot at the rascals as they went.

That evening the country was illuminated for miles by the burning of the capital, Paddi, and adjacent villages; at which work, and plundering, our native followers were most expert.

After weighing at 11, with a strong tide sweeping us up, we were not many minutes in coming in sight of the fortifications of Patusen; and indeed they were not to be despised. There were five of them, two not quite finished. Getting suddenly into six-foot water, we anchored the steamer; although well within musket-range, not so formidable a berth as we might have taken up had I been aware of the increasing depth of water nearer the town; but we approached so rapidly there was no time to wait the interpretation of the pilot's information.

The Dido and Phlegethon's boats were not long in forming alongside. They were directed to pull in shore, and then attack the forts in succession; but my gallant first-lieutenant, Wade, who had the command, was the first to break the line, and pull directly in the face of the largest fort. His example was followed by the others; and dividing, each boat pulled for that which appeared to the officer in command to be the one most likely to make a good

fight. The forts were the first to open fire on both steamer and boats, which was quickly and smartly returned. It is impossible to imagine a prettier sight than it was from the top of the Phlegethon's paddle-box. It was my intention to have fired on the enemy from the steamer, so as to draw their attention off the boats; but owing to the defective state of the detonating priming-tubes, the guns from the vessel did not go off, and the boats had all the glory to themselves.

They never once checked in their advance; but the moment they touched the shore the crews rushed up, entering the forts at the embrasures, while the pirates fled by the rear.

In this sharp and short affair we had but one man killed, poor John Ellis, a fine young man, and captain of the main-top in the Dido. He was cut in two by a cannon-shot while in the act of ramming home a cartridge in the bow-gun of the Jolly Bachelor. This, and two others badly wounded, were the only accidents on our side.

Our native allies were not long in following our men on shore. The killed and wounded on the part of the pirates must have been considerable. Our followers got several heads. There were no less than sixty-four brass guns of different sizes, besides many iron, found in and about the forts: the latter we spiked and threw into the river. The town was very extensive; and after being well looted, made a glorious blaze.

KEPPEL. Expedition of HMS Dido...

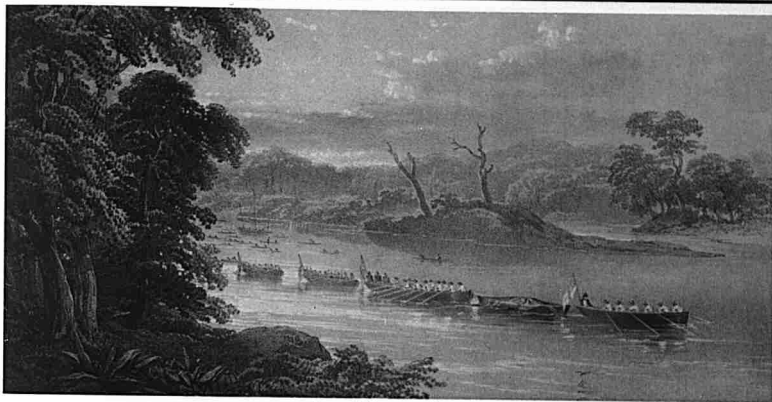


A British expedition has been sent from Singapore, to root out the piratical tribes on the north west coast of Borneo. It was composed of her Majesty's ship *Dido*, Captain Keppel, and the East India Company's steamer *Phlegethon*. The expedition proceeded in the first instance up the river Sukerran. The boats were at first repulsed, but having been reinforced, the seamen and marines landed, destroyed the fortifications, and took sixty guns. Mr. Wade, first lieutenant of the *Dido*, Mr. Steward, and several men, were killed in this affair.

ILLN, 7 DECEMBER 1844

In 1844, just over twelve months after the Seribas raid, Brooke and Keppel launched the second strike against their Malay and Iban opponents. This expedition was even more powerful than the first, consisting of the boats of Keppel's Dido and of the East India Company's armed paddle-steamer, the Phlegethon, together with a large squadron of Malay perahu led by Raja Badaruddin, a member of the Brunei royal family, and five hundred Iban auxiliaries recruited by Brooke. This time the expedition received notice in the ILLN, although it was not reported in detail. The first place to be attacked was Sherif Sahap's new base at Patusan (near the modern town of Sri Aman/Simanggang). The place was taken surprisingly easily, but none too soon — for, as Keppel noted, 'It was evident how determined the chief had been to defend himself, as, besides the defences already completed, eight others, in different state of forwardness, were in the course of erection; and had the attack been delayed a few weeks, Patusan would not have been carried by boats without considerable loss of life ...'

Having destroyed Patusan and its surroundings, the force moved on against the other Iban strongholds along the Batang Lupar and its tributaries. Sherif Mullah's base at the Undop was the next target; it was occupied without much of a struggle but, in a clash in pursuit of the Sherif himself further upstream, Wade, one of Keppel's officers from the Dido, was killed — largely through his own impetuosity, it would appear. Brooke and Keppel then moved up the Skrang, another Batang Lupar tributary, burning all before them on the way. Another sharp engagement took place near Karangan, the main Iban base on this river, in which the senior Malay chief of Sarauak, the Datu Patinggi Ali, was killed. However, by this time, the expedition had achieved its purpose, and it withdrew downstream and sailed back to Kuching. For the Ibans, this and the raid of the previous year were devastating and completely crippled their power for the time being. Their losses, as Keppel said, 'must have been considerable'. In material terms, apart from the guns mentioned by Keppel, one and a half tons of gunpowder, 'vast quantities of ammunition', and over two hundred war-boats were captured. On the Brooke side, thirty Sarauak Malays lost their lives, as well as the Datu Patinggi and three men from the complement of the Dido.



FUNERAL OF LIEUTENANT WADE

We here collected our force, reloaded our firearms; and Lieutenant Wade, seeing from this spot the arrival at the landing-place of the other boats, again rushed on in pursuit. Before arriving at the foot of the steep ascent on the summit of which the before-mentioned Dyak village stood, we had to cross a small open space of about sixty yards, exposed to the fire from the village as well as the surrounding jungle. It was before crossing this plain that I again cautioned my gallant friend to await the arrival of his men, of whom he was far in advance; and almost immediately afterwards he fell mortally wounded at my feet, having been struck by two rifle-shots, and died instantaneously. I remained with the body until our men came up, and giving it in charge, we carried the place on the height without

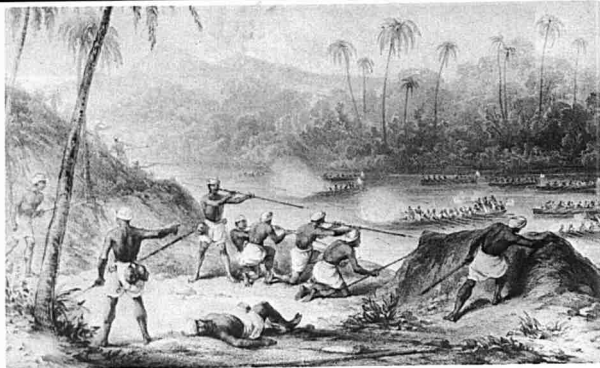
a check or further accident. The Dyak village we now occupied I would have spared, as on no occasion had we noticed any of the tribe fighting against us; but it was by shot fired from it that poor Wade was killed, and the work of destruction commenced simultaneously with the arrival of our men. It was most gratifying to me throughout the expedition to observe the friendly rivalry and emulation between the crews of the Phlegethon and Dido's boats; and on this occasion the former had the glory of first gaining the height; and one of their officers, Mr. Simpson, wounded, with a pistol-shot, a man with a rifle, supposed to have been the person who had slain our first-lieutenant.

KEPPEL, *Expedition of HMS Dido ...*

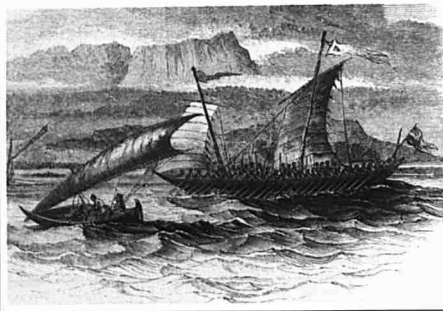
Mill once suggested that the British empire was a system of outdoor relief for the British aristocracy — or words to that effect — and he no doubt meant that to include the landed gentry as well. The grain of truth present in this remark is reflected in the life of Charles Francis Wade, Keppel's 'rash, though gallant friend'. Born in 1810, the third son of the Revd. Thomas Wade of the county of Tipperary, he had from childhood yearned to join the Navy. 'His family did not encourage this disposition, having no interest to ensure its successful enterprise'; however, the young Wade offered his services to the Earl of Huntington who was about to take command of HMS Valorous, due to sail for the West Indies. 'Though he had no precious acquaintance nor introduction, the frankness of his manner and the good sense he exhibited at the boyish age of fourteen, so won the noble earl, that he at once be-

came his patron and friend.' In this manner Wade achieved his ambition, and spent most of the rest of his life with the Navy, serving in the West Indies and the Pacific. He also served for two years with the British Legion in Spain where he earned two Spanish decorations for gallantry. Whilst on service in the Pacific in 1840 he typically volunteered to swim ashore wrapped in a Union Jack to lay claim to an unknown island — 'The nature of the shore and of the sea that broke against it forbade any attempt at landing from a boat'. He returned safely aboard, having ascertained that the island had in fact already been discovered. But the exploit resulted in an attack of rheumatic fever which led to his leaving the Pacific station. By 1843 he was sufficiently recovered for active service once more, and was appointed for service in South-East Asian waters, which was how he came to meet the end of his days in Sarawak.

The next major expedition mounted against Brooke's foes was that conducted against the base of Sherif Osman and his Lanun followers in Marudu Bay in north-west Borneo (Sabah), which took place in August 1845. This operation received full coverage from the I.L.N., presumably because it was an official affair carried out by the Commander-in-Chief of the British Navy, Far Eastern Station, Sir Thomas Cochrane, who was acting on the formal request of the Sultan of Brunei. Sir Thomas's squadron consisted of eight ships, headed by the flagship, HMS Agincourt, with the Admiral himself on board, and carried five hundred and fifty marines and bluejackets with them. What happened when the squadron eventually confronted Sherif Osman's base at Langkon in Marudu Bay is graphically described in the two I.L.N. accounts which follow (see overleaf). The consequence was the complete destruction of the Lanun base, the death of its leader, Sherif Osman, and the eclipse of Lanun power. As Brooke expressed it, 'Marudu has ceased to exist'. But the problems of which Sherif Osman and his Lanun were only the symptoms still did exist, turning on the position of Brooke at Kuching and on his relations with the Court of Brunei. As the correspondent of the Friend of China pointed out in his report, the 'proceedings' of the British Navy at Marudu Bay were 'of a much more serious nature than we were first aware of'. For this episode and also those of the raids on the Seribas and Skerang Ibans which had preceded it were closely interwoven with Brunei politics and Brooke's rise to power in Kuching. Understandably enough, not everyone had welcomed the 'White



DIYAK ATTACK WITH POISONED ARROWS ON THE BOATS OF THE H.M.S. PHELETON

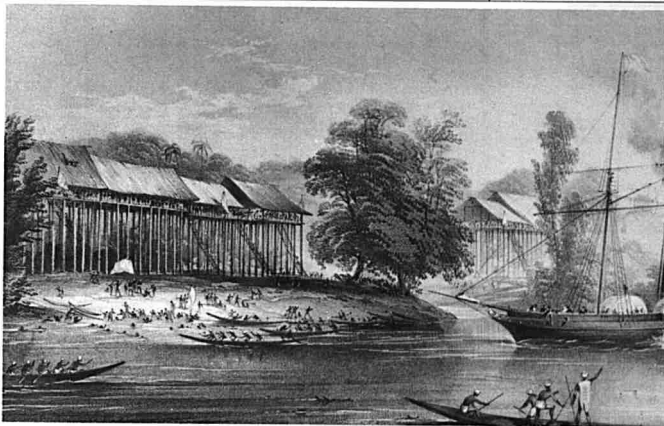


ILANUN PIRATE PRAHU, OFF THE KINA-BALOW MOUNTAIN, BORNEO

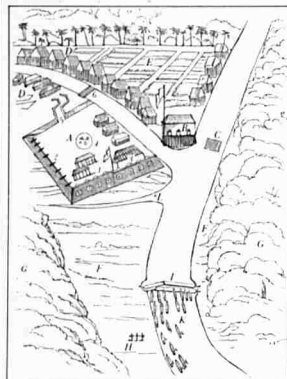
Rajah's emergence onto the scene in Sarawak, which was properly a province of the sultanate of Brunei. Brooke owed his position there in the first place to the Raja Muda Hassim, uncle to the ruling Sultan and heir presumptive to the throne. Hassim's support for Brooke and the powers which he gave him over Sarawak alienated the inactive governor, Pangeran Makota (or 'The Serpent' as he was called in Brooke circles). It had also stirred up the enmity of Pangeran Usop, Hassim's principal rival at the Brunei Court. Pangeran Makota had given his active support to the sherifs of Seribas and Sekrang, so that their opposition to Brooke cannot be viewed wholly in terms of piracy. Similarly, the destruction of 'the notorious piratical

colony' at Langkah in Marudu Bay not only marked the successful mopping up of a nest of pirates but also the removal from the scene of one of the most dangerous opponents to the Brooke presence in Borneo. It also removed a threat to Sultan Omar Ali of Brunei himself who had informed Brooke that 'the pirates were exceedingly displeased we have made an alliance with the English'. For Sherif Osman, the Lamun chief at Marudu, was an ally of Pangeran Usop, who since being ousted from his position of influence by Raja Muda Hassim in 1844 had become the recognized leader of the anti-European faction at the Brunei Court (the 'chief of consequence' referred to by the China correspondent). Such was the situation when Cochrane and his squadron arrived

at Brunei in August 1845 on their way to Marudu Bay. Apart from encouraging the Sultan to make good his offer of Labuan to the British (which he had made two years earlier), Cochrane also took the opportunity to demand compensation over an affair involving British subjects in shipwreck and piracy a few years before, a case in which Pangeran Usop was involved. The Pangeran proved recalcitrant, had his house blown up by British guns for his pains, and fled into the jungle. When Cochrane sailed off to Marudu, Usop staged a rebellion but was defeated, and finally killed by the Sultan's men. With both Pangeran Usop and Sherif Osman dead, and Raja Muda Hassim supreme in Brunei, Brooke's position at last seemed secure.



SURPRISE OF THE PIRATE VILLAGE OF KENOWIT



REFERENCES TO THE PLAN
ENEMY'S WORK.

- A Enemy's Stockade
- 1 A Battery of Eight Guns
- 2 Eight Gingalls Mounted
- 3 Sheriff's Hoosmann's House, only the rafters remaining
- 4 Malay Burying Ground
- 5 Entrance to the Stockade
- B Three Gun Battery
- C Floating Battery
- D A Malay Village
- 6 A Wooden Bridge
- E Cultivated Ground
- F Jungle that had been cut down to about 2 feet high
- G High, impenetrable Jungle
- I A Double Boom, laid across the river, formed of two trunks of trees, one 5, and the other 3 feet in diameter.
- L A small creek, which was supposed, before the action, to be a deep branch of the river.

BRITISH FORCE.

- H Rocket Battery
- K Boats of the Squadron - Twenty five in number - Eight Gun-Boats, Fifteen with Marines and Small-Arm-Men

GALLANT DEFEAT OF MALAY PIRATES ON THE COAST OF BORNEO

(From our own Correspondent.)

I have much pleasure in enclosing you a sketch of a battle that was fought on the 19th August, 1845, up the Malados river, between the boats of her Majesty's ships *Agincourt*, *Vestal*, *Dædalus*, *Wolverine*, *Cruiser*, and *Fixen*, in all twenty boats, and near 500 men belonging to the squadron, under the command of Sir T. Cochrane, Rear-Admiral, and Commander-in-Chief, and the fort of Schriff Osman, a well known daring Arab pirate, whose terrible piracies have paralysed the commerce of the seas round the northern portion of Borneo.

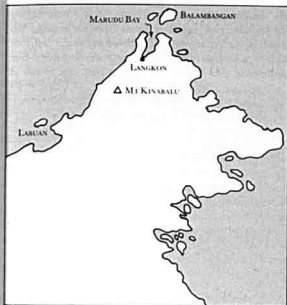
The pirates were commanded by 10 Arabs, who had 100 men each, under their respective commands, the whole under the immediate direction of Osman, who was plainly seen controlling, with consummate coolness and courage, the line of his batteries — four 18-pounders, two 12-pounders, three 9-pounders, two 6-pounders — all long iron guns, bore upon the boats lying at the boom — besides twenty-two brass guns, that fortified other portions of his defences, but did not bear upon the boats. His flags were shot away, but were immediately re-hoisted. The boom was admirably secured, and foiled all efforts for fifty minutes, during which both sides were firing. As soon as the boats managed to get past the booms, only two guns more were fired, and firing ceased on both sides.

The great loss the enemy had suffered — their leaders, five of whom were dead or desperately wounded, and the remainder having fled — convinced them that victory was hopeless, and deserted in all directions. A few of the more daring, in bringing off the last of their wounded and dead, were shot down by the marines and seamen. Spoils of every description were found; and, in one hour, the village and forts for a mile up were wrapt in

flames. Thirty proas were burnt, and two very fine ones on the stocks, two magazines of powder, and houses filled with camphor, china ware, English manufactured goods, French prints, and splendid timber were found and fired in every direction. Several slaves effected their escape. They had orders to pitch the enemy's dead into the river as fast as they fell, or carry them away to the jungle, the Illaloon pirates considering it a great disgrace to leave their bodies in the hands of an enemy.

The following version is from the *Friend of China* of the 17th of September:— The proceedings of the fleet at Borneo have been of a much more serious nature than we were at first aware of. It appears that, after their departure from Singapore, the squadron under command of the Rear Admiral, having on board Mr. Brooks and Captain Bethune, proceeded to Borneo Proper, for the purpose of ratifying the treaty made with the Sultan for the cession of Pulo Laboan. The Sultan declared that he was willing that the treaty should be ratified, but expressed great alarm from the opposition of some of the Chiefs, or Rajahs. One chief of consequence had fortified his house, and the natives were of opinion that he would successfully oppose any force sent against him by the Rear Admiral. A few shot from the *Fixen*, *Nemesis*, and *Pluto*, quickly destroyed the fortification, and its defenders fled, leaving trophies for the conquerors in the shape of dead and wounded goats, pigs and dogs. If any men had been killed, the vanquished carried the bodies with them. After this there was no further opposition to a ratification of the treaty.

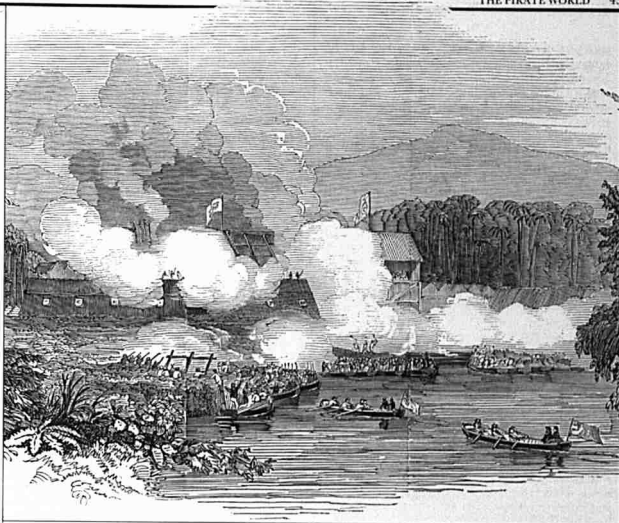
The Sultan informed the Rear Admiral that at Maludu Bay, on the northern extremity of the island, there was a notorious piratical colony, commanded by an Arab. This man, the Sultan declared, would oppose any European settlement that might be formed in Borneo Proper, and that it was of the utmost importance that he should be expelled the island, and the horde be dispersed. This portion of Borneo is included in the territory ceded to Great Britain many years ago, and is near

THE BRITISH ADMIRAL'S ATTACK
ON THE BORNEO PIRATES

N.E. BORNEO

the island of Brambangan, which at one time was in the possession of the East India Company. The fleet proceeded to Maludu Bay, into which, from many mouths debouches the water of a shallow river, the navigation of which is difficult even for boats. Upon the banks of this river the Arab chief had his settlement, and from thence his fleet could prey upon vessels in the China, the Celebes, or the Sooloo seas.

From the intricacy and shallowness of the river, it was thought that the small steam-vessels would be unable to reach the town, and an expedition of 25 boats and 450 men, under the command of Captains Talbot and Lyster, was despatched, with orders to bring off the pirate chief, either by force or quietly, as circumstances might render necessary. The first day after leaving the fleet, the boats could not find an entrance. They remained off the shore all night, and the next morning, with greater success, they



got inside. After pulling for 10 miles, they came in sight of the town. A strong boom was here laid across the river, secured by chains; and within a hundred and fifty yards of it, a battery was erected, eight guns of which were pointed to the raft; another battery of three guns, on the opposite shore, exposed the boats to a cross fire. The officers in command saw that a determined resistance would be made, and felt that their position was one of great danger. The crew stood perfectly cool at the guns, with

which eight boats were armed, ready for the commencement of hostilities. A boat, bearing a flag of truce, was despatched from the fort to demand what was the object of the expedition. On being told that their Chief was required to go on board the Admiral's ship, they replied, that this command could not be complied with. Immediately on the return of the boat, a murderous fire was opened from the fort and gun-boats, which was returned with great effect, the seamen loading and firing

with perfect coolness. A rocket battery was erected ashore, under charge of Mr. Paynter, Gunnery Lieutenant on board the *Agricourt*, and these missiles were thrown into the fort with perfect accuracy. The Marines were landed on the raft, some of the boats lightened of their guns and drawn over, when they were re-shipped, and ready for a dash at the fort itself. This occupied about fifty minutes; a heavy and destructive fire being kept up all the time. When it was observed that the boats had crossed the raft, and that the Marines were landed, the enemy abandoned the fort, and the three-gun battery ceased firing. On entering, the fort bore evident marks of the force that had been employed against it, though the dead and wounded were mostly carried away. There were upwards of thirty guns mounted, eight of which bore directly upon the raft, where the boats lay at a distance of 150 yards exposed to their fire for upwards of fifty minutes.

Bales and boxes of European and Chinese goods, with crates of earthenware, anchors, chains, spars, &c. &c. gave abundant proof of the nature of the pursuits of the inhabitants of Maludu bay. The fort was destroyed and the boats returned to the fleet. Next morning they again ascended the river, with orders to burn the town, which was done. The inhabitants fled in all directions, after a feeble attempt at resistance.

We regret that the loss in this brilliant little action was rather severe. Twenty-five were put *hors de combat* while lying on the raft — ten of them killed and fifteen wounded. Among the officers, Mr. Leonard Gibbard of the *Wolverine* was killed, and Lieutenant Heard of the *Samarang*, and Mr. Pyne, second master of the *Vestal*, wounded.

It is to be hoped, that the severe lesson they have received will for a time intimidate the pirates of Borneo; but nothing short of a European settlement, with a garrison and one or two small steam-vessels of war permanently on the coast, will effectually drive the pirates from their present haunts. Many a ship that has been reported missing has met her fate on the coast of Borneo, and the crew been murdered or sold as slaves. Even now, it is said that ten

Europeans and thirty Manilla men are slaves to the Arab chief whose town has been destroyed. Two Spaniards escaped, and were taken to Manilla. They had been for years in bondage, after having been captured and their comrades murdered by the pirates of Maludu Bay.

ILN, 29 NOVEMBER 1845

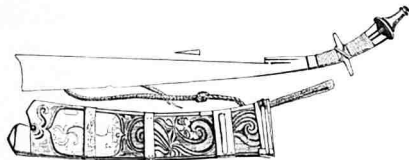


The news from Borneo is of some consequence. Her Majesty's sloop *Hazard* arrived on the 18th of April at Penang, from Borneo, in search of the Admiral, an insurrection having broken out at Sarawak. The Rajah, the British ally, had blown himself and family up, dreading the Sultan, Mr. Brookes, besieged by the Sultan, had shut himself in his fort. H.C. steamer *Phlegethon* had gone to his assistance from Singapore. The Admiral, Sir Thomas Cochrane, C.B., was at Madras, and about to proceed to the Straits immediately.

ILN, 26 JUNE 1846

The somewhat garbled report in the ILN of 26 June 1846 conveyed news from Borneo which was indeed of consequence. While it was not correct to say that 'the Rajah, the British ally' (meaning Raja Muda Hassim) 'had blown himself and his family up', nor that James Brooke was being 'besieged by the Sultan and had shut himself in his fort', the Raja Muda (and his family) were dead, having been murdered in their beds by the Sultan's men, and Brooke in Kuching was beside himself with rage and grief at the palace coup which was primarily directed against himself. For, despite the fate of Pangeran Usop, the anti-European clique at Brunei had quickly found a new head in Haji Seman, a religious leader of repute. It was his gilded tongue that had persuaded Sultan Omar Ali that Raja Muda Hassim and his pro-Brooke supporters were in truth the enemies of Brunei and should be got rid of.

Brooke immediately called for Cochrane's help (i.e. as soon as the news was received in Kuching, which was three months after the event), and what ensued is faithfully described in the ILN's despatches. To all intents and purposes the real independence of Brunei's rulers was at an end for the next one and a half centuries.



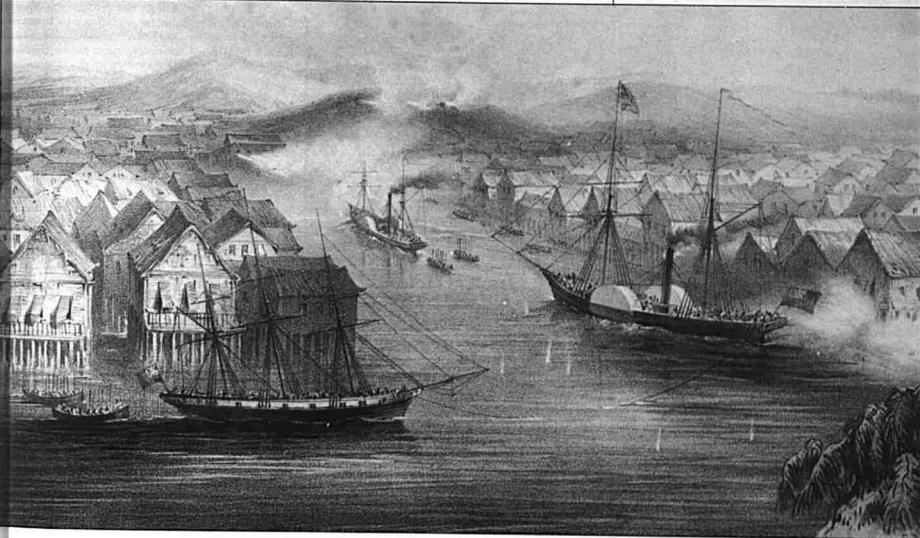
PARANG.

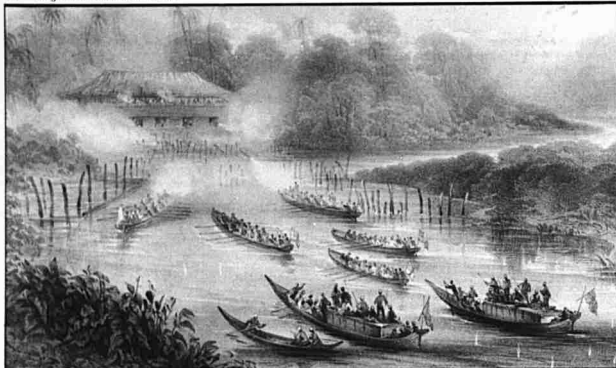
OPERATIONS IN BORNEO

Tuesday night's *Gazette* contains several despatches from Sir Thomas Cochrane, detailing the operations of the English fleet at Borneo. The following is a summary of the results to which these despatches refer:— His Excellency Rear-Adm. Sir J.T. Cochrane, after his arrival off the river of Borneo Proper, tried to arrange matters with the Sultan in

an amicable manner, but found that all his efforts were met with suspicion. The Sultan refused to allow his Excellency to go up the river, except in a small boat, and behaved altogether in such a distrustful manner, that negotiations were found to be useless. Decided measures were therefore, resolved upon.

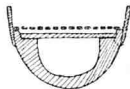
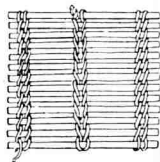
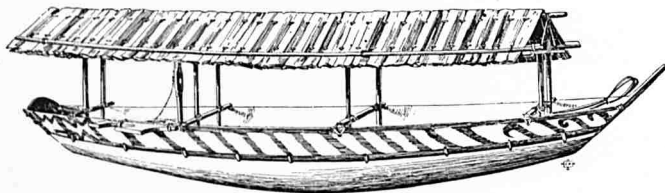
CAPTURE OF THE CITY OF BRUNEI





CAPTURE OF HADJI SAMMAN FORT BY THE BOATS OF THE IRIS AND PHELETHON

MODEL OF DYAK DUG-OUT



SECTION

On the 6th of July, the *Spiteful* towed the *Agincourt*, *Iris*, *Ringdoe*, *Hazard*, and *Royalist* into the river, within about twelve miles below the town of Brüné. On the 7th, the *Hazard* and the *Royalist* were moved up to the bar, and the Honourable Company's steamer *Phlegethon* towed the *Royalist* over the bar, and returned to the squadron for the boats, &c. The Admiral then hoisted his flag on board the *Spiteful*; and, on the 8th, the *Spiteful* and the *Phlegethon* — the latter, having a much less draught of water than the *Spiteful*, taking eight boats in tow — proceeded up the river. On the steamers, &c., coming within range of the forts, the Malays opened a fire upon them with round and grape, by which two men were killed and seven wounded on board the *Phlegethon*. This was returned from the *Phlegethon* with rockets and guns. The boats were now cast off, and the crews, under the command of Capt. Mundy, of her Majesty's ship *Iris*, landed and stormed the forts. The guns in the two forts, seven in number, were spiked, and in the afternoon the forts were destroyed. The steamers and boats then proceeded up the river towards the town of Brüné. On rounding the point of the town, another fort opened on the *Phlegethon* with the boats in tow. The steamers kept on their course, returning the fire; and, on a party of marines landing at the fort at half-past four in the afternoon, it was found deserted. The marines were encamped for the night on the hill.

On the 10th a party of marines and small-arm men proceeded up the river, under command of Captain Mundy, on an inland expedition, in pursuit of the Sultan and his army, who had fled into the interior, but they did not succeed in coming up with the Malays. This expedition was absent four days. After their return, the steamers and boats moved down the river to the ships, and on the 25th the fleet left the river and proceeded to Pulo Labuan, off which it was lying when the *Spiteful* left; 57 guns in all were taken possession of, of which 27 were beautiful brass guns. One of these is described to be a magnificent Spanish piece of the reign of Charles III. The *Phlegethon* was to proceed on the 25th July, to Amboong and Tampassok for bullocks for the use of the fleet; and it was generally thought



KAYAN FIGURE-HEAD FOR WAR CANOE.
An *adok*, a mythological animal with gibbon in its jaws.

that the Admiral would proceed immediately to China. The *Dedalus* joined on the 11th with provisions and coals.

The following despatch contains a sketch of the posture of affairs at the latest period:—

FROM HIS EXCELLENCY SIR THOMAS COCHRANE, the Admiral Commander-in-Chief of her Britannic Majesty's Naval Forces within these Seas, to PANGERAN MOUMEIN, who has authority in Brüné, to PANGERAN BAHAR, the Ministers, Nacodahs, and community of the good people of that city.

It was this time last year that I heard, through James Brooke, Esq., of Sarawak, that the Sultan invited me to visit Borneo.

On my arrival off Moarrot, he sent Pangeran Bedurudeen, and numerous other princes, to welcome me, stating that they had his friendship.

At the Sultan's solicitations, I visited the city; he again



SWORD-SHEATH BELT
KNOT(?)

expressed to me his confidence in his uncle Rajah Muda Hassim and Pangeran Bedurudeen, and his apprehension of Pangeran Usop. He solicited me to send a guard to protect his palace from Pangeran Usop's designs, and he invited me to attack, and, if possible, destroy him.

He also requested me to attack Sheriff Housman, because it was Sheriff Housman's intention to ruin Brüné, in consequence of the treaty entered into by the Sultan and Muda Hassim with the Queen of Great Britain. I went and attacked Sheriff Housman, and annihilated him, at a great cost of British life.

After this, James Brooke, Esq., visited the Sultan, and he returned many thanks for what we had done, and expressed himself entirely friendly to us. Yet a short time afterwards he ordered the death of his uncle the Rajah Muda Hassim, Pangeran Bedurudeen, and many other of his relations, all of whom he declared to me were his friends; and, conscious of his fault, he immediately erected forts and batteries to oppose the British.

Shortly after that, he endeavoured to entrap by false representations, the captain of the man-of-war I sent to Brüné.

Subsequently, on my arrival with the squadron and ascending the river, his forts and batteries fired upon our ships first, without any provocation. On that very day, in a moment as it were, his forts and batteries were destroyed, and the city was captured; and, if I were to retaliate upon him as he deserves, I should reduce the whole to ashes.

But I have pity upon the better portion of the community, and though the conduct of the Sultan is detestable in the eyes of God and the Queen; I have likewise, for this once, some pity for the Sultan, because I understand he has been instigated by wicked advisers, and that if I spare him now, he will undoubtedly drive them from his country.

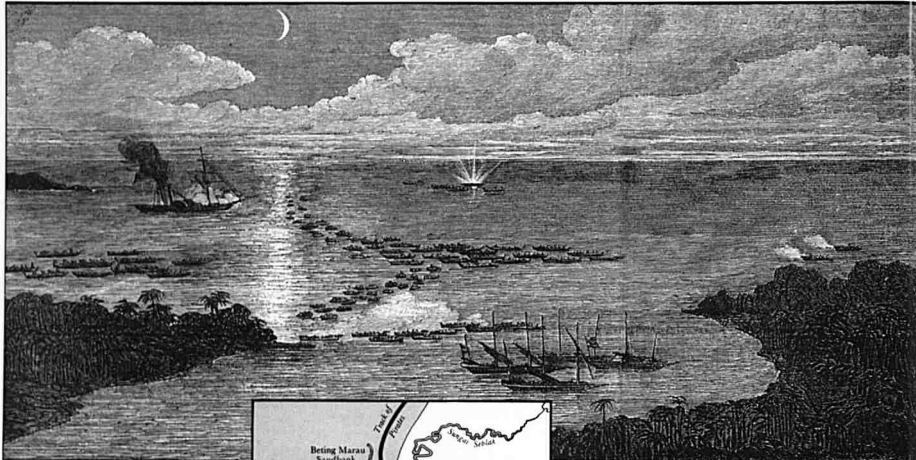
I extend this clemency because clemency is the attribute of the British nation, and because I wish, if possible, to spare this fine country.

I shall send one of my ships of war, from time to time, to inquire into the conduct of the Sultan; and he may rest assured, should I find he adheres to his wicked courses, I will return, I will burn the city to the ground, and I will pursue the Sultan, and expend thousands of dollars until I take him either dead or alive.

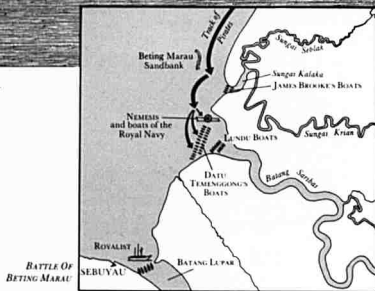
Let the Rajahs choose between good and evil, let the Sultan also choose the wise alternative — let him rule his country with justice and mercy; and at a future time he may ensure the friendship of the Queen of England, who has the will and the power to foster the good and punish the evil-doer.

The Admiral requests Pangeran Moumein to let the Sultan thoroughly understand the contents of this letter the moment he returns to the city.

Dated on board her Britannic Majesty's steam vessel *Spiteful* off the City of Brüné July 19, 1846.



NIGHT ENGAGEMENT OF THE
ENGLISH WITH THE PIRATES OFF
BANTING MARRON



BATTLE OF
BETING MARAU

The Battle of Beting Marau (wrongly transcribed by the H.N. as 'Banting Marron') in 1849 was the last, most spectacular and memorable (or notorious — dependent upon one's viewpoint) of the four campaigns conducted by Brooke and the British Navy against his piratical opponents. The expedition had been rendered necessary by the resurgence of Iban and Malay activity in the Batang Lupar basin under a new Malay leader who was simply known as the 'Laksamana' (Admiral). The 'battle' itself was not so much a conflict as a massacre, with the pirate fleet overwhelmed and annihilated by surprise, by the superior weaponry employed against it, and churned to pulp by the paddles of the NEMESIS which ploughed through its midst. The final score, at a conservative estimate was 800 pirate lives lost, 300 on

the spot and another 500 succumbing to their wounds afterwards. On the British side it was as recorded — "2 natives killed and about 6 wounded". James Brooke, despite this holocaust, still had to face challenges to his regime, but since the expeditions to deal with them no longer involved the British Navy, and only a handful of Europeans, the news of them was only rarely retailed to the readers of the *I.L.N.*

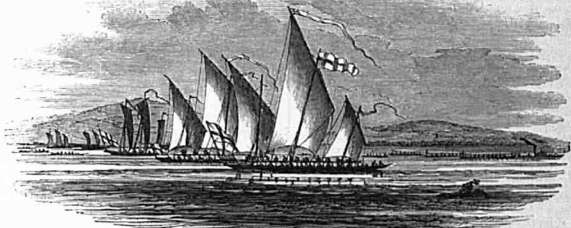
To the Editor of the
ILLUSTRATED LONDON NEWS.

I send you the following account of an Expedition against the pirates of the north-western coast of Borneo, with Illustrations, which I trust may prove not unacceptable to your readers. I am indebted for the admirable Illustrations to Dr. Livesay, of H.M.S. *Albatros*, who, in the boats, accompanied the Expedition throughout.

Arrangements were made that H.M.S. *Meander*, 44 guns, *Albatros*, 12 guns and *Royalist*, 10 guns, together with the H.E.I.C.'s war-steamers *Nemesis* and *Semiramis*, should rendezvous at Sarawak, and furnish boats and an European force of 300 men.

The *Meander* and *Semiramis*, however, did not arrive, and the effective force of the *Royalist* and *Nemesis* was so reduced from illness, that we could only muster seven boats, manned by 108 men, including officers.

All arrangements being completed, it was considered better to proceed, even with this reduced force, than (by waiting longer) to run the risk of being overtaken by the rainy season. Accordingly we started, on the 24th of July, to attack the strongholds of the pirates on the river Rejang, who had been very daring of late. I may here mention, that, shortly before we left Sarawak, the pirates of the river Serebus sent an insulting message to the Rajah (Sir James Brooke), asking "if he were an old woman, and afraid, that he did not attack them as he had threatened." It will be seen in the sequel that this message is not likely to be repeated. The *Nemesis* towed the *Royalist* up the Batang Lupar (a noble stream), and moored her at the mouth of



FLEET NEAR BALLA—SINGA RAJAH AND RAJAH WALLI IN THE FOREGROUND
—THE RASKEE AND ENGLISH BOATS IN ADVANCE.

the Linga, which falls into the Batang Lupar, to protect a friendly tribe resident there, during the absence of the warriors, who accompanied us on the expedition.

We left Batang Lupar on the 26th, and towed the European boats to Banting Marron, a low sandy point separating the rivers Serebus and Kaluka, and which had been appointed by the Rajah as the place of rendezvous for the entire force European and native, previous to starting for the river Rejang.

On the 27th, an old Malay chieftain brought us intelligence that a piratical fleet of 107 prahus, with at least 3500 men, had left the Serebus the day before our arrival, passing round Tanjong Siri, to attack and plunder such villages on the Rejang as were not powerful enough to resist them. The piratical tribes reside for the most part very far inland, near the sources of the numerous rivers of this coast, in which situations the streams are very contracted and rapid, and the banks elevated and heavily timbered. They take advantage of these circumstances, and render the advance of an enemy almost impossible, by felling huge trees across the

river, and by cutting others and keeping them suspended by rattans, so that they can be launched in a moment on a passing boat, crushing her to atoms. On any alarm at sea, they immediately retreat to some of these strongholds, and sink or otherwise conceal their prahus in some of the innumerable creeks with which the rivers abound. All attempts, therefore, at intercepting a piratical fleet have hitherto failed. Their practice is to make a raid, and pouncing on some unsuspecting village (as the Malays poetically express it) like the rush of the alligator, to burn it, killing all the men and boys, and cutting their heads off (which they value beyond all price as trophies), and carrying off the women as slaves. They then, whether successful or unsuccessful, return as speedily and quietly as they issued forth, having plundered every native trading prahu they fall in with, and murdered the crews. Advantage was, therefore, taken of the unusually favourable opportunity now offered, and a plan was immediately laid by Capt. Farquhar, of H.M.S. *Albatros*, who commanded the expedition, and the Rajah (Sir James Brooke), for surprising and

cutting them off on their return. The Serebus and Kaluka, the only avenues to the country of the pirates, flow into a deep bay, round the north-east point of which, called Tanjong Siri, the piratical flotilla must return. The following disposition, therefore, was made of the force under Captain Farquhar's orders. Very fast spy or scout boats were stationed at Tanjong Siri, with instructions to return on the first appearance of the enemy and announce their approach. The Rajah, with a native force of about 40 well-armed prahus, including the *Singa Rajah*, pulling 80 oars, commanded by Sir James Brooke in person, and the *Rajah Walli*, pulling 60 oars, commanded by the Rajah's nephew and acknowledged successor, Captain Brooke, of the 88th Regiment (Connaught Rangers), as well as the cutters of the *Albatros* and *Royalist*, commanded by Lieutenants Wilmshurst and Everest, were stationed in ambush at the mouth of the Kaluka. A large native force of about 40 prahus was stationed at the entrance of the Serebus, supported by the three remaining boats of the *Albatros*, commanded respectively by Captain Farquhar, Lieutenant Brickwell, and Mr. Williams, and the two boats of the *Nemesis*, under Messrs. Goodwin and Baker; as well as by the *Ranee*, a very inefficient river steamer, commanded by Mr. Wright.

Trying as it was to the patience of all parties, we remained in position until the 31st, during which interval every precaution human foresight could suggest was adopted to ensure success. About 7½ P.M. we were engaged in a rubber of whist on board the *Nemesis*, and had almost abandoned all hope of surprising the enemy, when a spy boat returned at best speed, with the long and anxiously-looked-for intelligence that the piratical fleet had rounded Tanjong Siri, and was rapidly approaching our position. As yet it was, of course, uncertain for which river they would make. This question was, however, soon set at rest, and a brisk fire of rockets from the cutters, and of great and small guns from the remainder of the Rajah's force stationed at the entrance of the Kaluka, announced that the enemy had attempted to force that river, and had met with a warmer reception than they had anticipated. A

rocket was now fired by the Rajah, and, on this preconcerted signal, Captain Farquhar moved round Banting Marron with the European force under his immediate command, to support the Rajah, if necessary, and also with a view to enclosing the enemy between two fires, leaving, however, a strong native force at the mouth of the Serebus, to intercept the pirates, in case of their passing the European boats, and making for this, their native river. Finding themselves foiled at the Kaluka, the enemy, gallantly followed by the two cutters and the Rajah's light skirmishing boats (which kept up a constant fire), put to sea, with the intention of running for the Batang Lupar; here, however, no doubt much to their surprise, they encountered Captain Farquhar's boats, and being saluted with round shot and rockets, they divided their force. They yet, however, preserved admirable order. Some returning to the Kaluka (still most judiciously guarded by the Rajah), renewed their attempt to enter, but with the like bad success; others passing in shoal water inside Captain Farquhar, made for the Serebus, and the remainder, having greater speed than his heavily laden boats, succeeded for the present in escaping to sea.

The *Nemesis* had hitherto remained at the mouth of the Serebus in position, but ready to move at a moment's notice to any point where her services might be required. She now acted her part, and that right nobly. Perceiving by the fire from Captain Farquhar's boats that the enemy had attempted to put to sea, Commander Wallage gave chase, and fell in with seventeen prahus which had succeeded in escaping Captain Farquhar, and were making in beautiful line for the Batang Lupar. When abeam we saluted them with grape and canister from our 32-pounders, raking the entire line, which we then broke, driving many of them on shore badly crippled; where they fell an easy prey to the Dyak boats, which, headed by Mr. Steel, of Sarawak, in the *Snake*, followed the *Nemesis*, but never interfered with her fire. We then pursued five others, and destroyed them in detail, passing round each and pouring in a constant fire of grape and canister, musketry and rifles, until they drifted past us

helpless logs, without a living being on board.

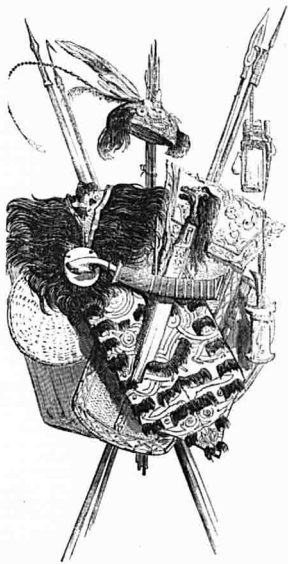
That discharge of grape was a fearful sight, as at point-blank range it crashed over the sea, and through the devoted prahus, marking its track with the floating bodies of the dying, shattered prahus, planks, shields, and fragments of all sorts. I should have pitied them; but they were pirates, and the thought steeled my heart. At this period the scene was exciting in the extreme: fighting was going on in all directions; wherever the eye was turned it met the brilliant double flash of the great gun, the bright quick flame of musketry, the lightning streak of the rocket, or the dazzling blaze of the blue light; whilst the ear was saluted with the boom of cannon, the roar of musketry, the wild tone of the tom-tom, the clear startling note of the gong, or the still more fearful warwhoop of the Dyak, telling a sad tale of destruction and death. The pirates now, finding themselves surrounded, lost all presence of mind — order was no longer preserved — the flotilla scattered and fled in every direction, the crews jumping overboard and swimming for the shore, or running the prahus aground, and taking refuge in the jungle.

About twelve o'clock at night the fight might be considered as over, although isolated firing continued until midnight. The entire force under Captain Farquhar's command may be estimated at 3000 men. From information subsequently obtained, that of the enemy cannot be taken lower than 120 prahus and 4000 men. The loss of the enemy in the action was 90 prahus, and not less than 400 men; whilst we lost but two men killed and six wounded. In addition, however, to the loss in action, the enemy suffered most severely, being followed in the jungle by the Dyaks, who, like blood-hounds, tracked and hunted them down, cutting their heads off, and bringing them in as proof of victory; and even of those who escaped a violent death, at least one-third must have perished before they reached their homes, being altogether destitute of food. The total loss of the enemy may, therefore, be estimated at 1500 men; they have also lost an immense quantity of brass guns, muskets, gongs, and arms of all sorts, with which they were well

provided, but which they either threw overboard to lighten their prahus, and increase their speed, and prevent them from sinking or abandoned on taking to the jungle. More than a mile of the beach of Banting Marron was strewed with wrecks and abandoned prahus, which were either burnt or carried off as prizes. Taking into consideration all the circumstances, that the surprise did not form any part of the original plan, the smallness of the European force, the necessary division of that force, the annihilation of a powerful enemy without loss on our side (which is the perfection of generalship), and that all this was done under the great and manifold disadvantages of a night attack, it may with truth be said that the highest credit is due to those who originated, as well as those who so ably executed, the plan.

As an instance of the atrocity of these bloodthirsty fellows, I may mention that on the expedition having surprised the village of Maton, as well as a trading prahu, they took some heads and one female prisoner. On being compelled to take to the jungle, they found they could not carry her with them; they therefore cut her head off, and mangled the body in a most frightful manner, in which state it was found after the action lying on the beach of Banting Marron, a ghastly object — the legs and arms being nearly severed from the body, which was literally chopped in pieces!

A considerable native force was left at the scene of action to follow the pirates in the jungle, and complete the work of destruction; and the remainder moved up the Serebus about forty miles, where the *Nemesis* and the large prahu anchored, whilst the light boats proceeded up the river Pahoo, to destroy the fortified villages on its banks before the warriors could return to their defence. The advance was opposed by nine large booms lately thrown across the river. These were with difficulty removed; but at length a monster tree, so hard that the axes scarcely made an impression on it, seemed an almost impassable barrier to further progress. After in vain using every effort to overcome the difficulty, the force was disembarked, with the intention of clearing a road through the jungle and marching



TROPHY DYAK AND KAYAN WEAPONS

overland; but they had scarcely landed and commenced operations, when a skirmish took place, in which four natives of our party were killed, and amongst them "Bunsee" and "Toojong," two sons of the Chief of Landu. We all felt the deepest regret for these youths, as (unlike their countrymen) they knew not what fear was, and fell victims to the rashest valour, having, contrary to orders, moved in advance of their party, almost unarmed: one brother was carried in headless, and the other with his face cut off, and otherwise fearfully mangled. This untoward event threw such a damp over the spirits of the natives, that it was not deemed advisable to advance until confidence was somewhat restored; and, in the meantime, the unusually low water enabled the boats to pass under the tree and proceed up the river, where they destroyed Pahoo, and several other villages, and took some prisoners, as well as a great quantity of plunder amongst which were some ancient jars, which the Dyaks hand down from father to son as heirlooms and prize very highly, some of them being valued as high as £200. It was, indeed, fortunate the fleet had been destroyed, as otherwise it would have been impossible to perform the service without immense loss of life on our side; for a very small party, armed with rifles, and stationed in the jungle opposite each boom, could have picked off every European whilst removing the trees, and without the loss of a man on their side.

During the absence of the boats, numbers of the pirates who had escaped in the action, but were not aware of our still occupying the river, were cut off by the Dyak boats in attempting to ascend the Serebus, and I then had an opportunity of witnessing the operation of preserving the heads. The Dyaks, having killed their enemy, immediately cut his head off, with a fiendish yell; they then scoop out the brains, and suspend the head from a rod of bamboo, as represented in the Sketch. They then light a slow fire underneath, and the smoke ascends through the neck, and penetrates the head, thoroughly drying the interior. It is then placed in a basket of very open work, and carried suspended from the belt of the captor — more highly prized

than ornaments of gold or precious stones. On one occasion I saw five heads on a platform, undergoing the operation; and within two feet of it the Dyaks were coolly cooking some wild boar chops for their dinner, and inhaling the mingled perfume of baked human and hog's flesh!

We now proceeded to the river Rejang, the finest and most interesting of the rivers of the northern coast of Borneo. One glance at the town speaks volumes as to the state of this unhappy country, and proclaims the lawless character of one party, and the insecurity of the other. The houses, inhabited by the Milanos, a race distinct from the Malay and Dyak, are of immense length, some of them containing three hundred people. They are erected on pillars of wood, about thirty-five feet in height, and are only approachable by ladders, which can be drawn up on the appearance of an enemy: each thus forms in itself a perfect fortress.

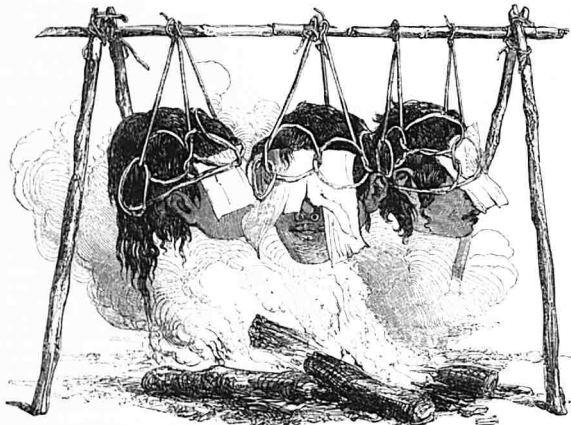
An immense gallery, protected by a musket-proof breastwork, runs the entire length of the building; this is used as the common sitting-room, and here are collected offensive and defensive weapons of all sorts — brass guns, rifles, spears, shields, parangs, sumpitans, stones, &c.; and they also pour boiling water and oil on the heads of assailants. I was informed that, on the erection of one of these houses, a deep hole was sunk for the corner pillar, and in this (as we place a bottle containing a coin and engraved inscription) they (*horresco referens!*) lowered an unfortunate girl, decked out in all her finery, and then dropped the enormous post on her head, crushing her to atoms; and yet they are now a fine intelligent race, and cordially unite with the Rajah for the suppression of piracy.

Having obtained a sufficient supply of firewood, we proceeded up the river Rejang to the Kenowit, up which river the boats advanced about 40 miles, and, surprising the enemy, plundered and destroyed the villages, and took several prisoners. The boats having returned, we pressed on to the town of Kenowit, on the inhabitants of which the Rajah imposed a heavy fine, with a threat of visiting them with his heaviest displeasure in the event of their violating the pledge they now gave to abandon

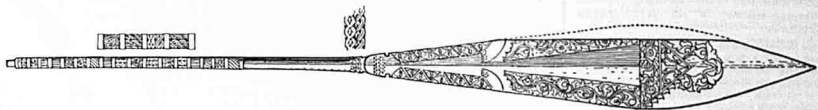
their piratical habits. All prisoners were released, with instructions to inform their respective tribes, not only that the Rajah had no wish to injure them, but that he would most willingly afford them all the protection in his power, if they would only abandon piracy, and live at peace with their neighbours.

We returned to Sarawak on the 24th August, well pleased with the extraordinary success of our expedition. We had destroyed the most powerful piratical tribe on the coast, under the most unequivocal circumstances of piracy, having intercepted them returning from a desperate foray, with

their hands red with the slaughter of innocent and unsuspecting traders — thus inflicting a lesson which will be remembered on the coast for ages. We destroyed the fortified towns, and crippled the resources of several other tribes; at the same time proving to them, by sparing, and ultimately liberating the prisoners, that we were not actuated by that thirst for blood which is the usual motive for Dyak warfare. I feel great pleasure in stating that the Rajah was enabled to control our Dyak allies, and induce them (much as they have suffered) to spare the women, children, and unresisting men.



DYAK MODE OF DRYING HEADS



PADDLE OF DARK BROWN WOOD

who, instead of being butchered in cold blood and beheaded, were now, for the first time, brought in as prisoners — a grand step towards the ultimate adoption of the customs of civilised warfare, which had hitherto been invariably outraged.

I remain, sir, your obedient servant,
Sarawak, August 29th, 1849. B. URBAN VIGORS.
P.S. — I should add, that in the Dyak and Kayan weapons sketched, are included a sumpitan, with case of poisoned arrows; a fighting jacket and cap; Paronga sword; Keiss and Soloo knife. One shield is ornamented with the hair of enemies slain in battle.

H.N., 10 NOVEMBER 1849.

The public meeting convened by the London Peace Society and the Aborigines Protection Society in London in early 1850 was, as the following H.N. report shows, precipitated by the "Battle of Beting Marau", or the "Albatross Affair", as it was known to the British Press, and marked the start of a four year campaign against James Brooke and all his work in Borneo. Brooke was assailed from two quarters — one, a motley crew of do-gooders led by the Radical, Joseph Hume, who accused Brooke of being a "butcher", attacking "innocent natives" and "peaceful merchants" and of murdering "the savages into submission"; and the other, more serious politicians, like John Bright, Richard Cobden and the redoubtable Gladstone, who objected not so much to Brooke

himself (described by Gladstone as 'a man of philanthropy truly Christian') as to the propriety of allowing the Royal Navy to be used in the pursuit of the interests of a private individual. Behind the campaign of calumny against Brooke lay the frustrated hand of Henry Wise, Brooke's former London agent, whose dreams of being able to speculate freely in the 'White Rajah's' new domains had been thwarted by Brooke himself, who was not prepared to countenance such exploitation.

BORNEAN PIRATES

On Wednesday evening a public meeting was held at the London Tavern, convened by the Aborigines Protection and Peace Societies, "to consider (to quote the terms of the handbill) the fearful sacrifice of human life on the coast of Borneo, in July last; and to petition Parliament for the total and immediate abolition of the practice of awarding head-money for the destruction of pirates." On the platform were Mr. George Thompson, M.P., Mr. Joseph Sturge, Mr. J. Humphreys Parry, the Rev. C.B. Gribble, the Rev. Henry Richards, Mr. S.F. Woolmer, Mr. Charles Gilpin, Sir Joshua Walmesley, Rev. Dr. Cox, and other advocates of the universal peace movement.

Mr. Joseph Sturge having been called to the chair, read a letter, apologising for non-attendance, from Mr. R. Cobden, M.P.

The Rev. Henry Richards then proceeded to address the meeting, and entered into a lengthened detail of the expedition in July last against the Bornean Dyaks of the Sarabus river, in order to prove that the massacre that followed was deserving of public investigation. He maintained that there ought to have been evidence, clear, palpable, unequivocal, and abundant, to justify such a fearful act of wholesale destruction. Well, all the evidence that these Dyaks had engaged, or contemplated engaging in a piratical expedition, was a report brought to Sir J. Brooke while at Sarawak, that the Sarabus and Sakarran tribes designed to make a piratical attack on certain villages in the Rejang. That report, which was brought by their known and hereditary enemies, the Malays, he found was never substantiated. There was also another report that they threatened to massacre the inhabitants of a small town called Palo, unless they supplied them with arms. There was, however, one more fact against them which he ought to state. They also sent a message to Rajah Brooke, telling him he was an old woman. (Laughter.) This was literally the whole of the evidence given by the perpetrators themselves of the grounds on which this tremendous massacre was committed. To show that it was a cold-blooded massacre, and not a struggle with combatants in a degree equally matched, he read a variety of extracts from the accounts of the officers engaged.

Mr. Vigers, a member of the expedition, had sent the following account to the ILLUSTRATED LONDON NEWS:—

During the absence of the boats, numbers of the pirates who had escaped in the action, but were not aware of our still occupying the river, were cut by the Dyak boats in attempting to ascend the Sarabus, and I then had an opportunity of witnessing the operation of preserving the heads. The Dyaks, having killed their enemy, immediately cut his head off, with a fernish yell, they then scoop out the brains, and suspend the head from a rod of bamboo (as represented in the Sketch). They then light a slow fire underneath, and the smoke ascends through the neck, and penetrates the head, thoroughly drying the interior. It is then placed in a basket of very open work, carried suspended from the belt of the captor, more highly prized than ornaments of gold or precious stones. On one occasion I saw five heads on a platform, undergoing the operation; and within two feet of the Dyaks were cooly cooking some wild boar chops for their dinner, and inhaling the mingled perfume of baked human and hog's flesh!

He contended that the law of piracy gave the criminal the right to a trial before he was condemned; but in this instance the men, without offering any resistance, were butchered in cold blood, and never had the form of a trial. The reading of the extracts, and the comments of the speaker, were received with loud cries of "Shame, shame," and frequent other marks of indignation.

The Rev. C.B. Gribble, a clergyman of the Church of England, moved the first resolution, viz:—

That, in the opinion of this meeting, the recent slaughter of 1500 or 2000 Dyaks off the coast of Borneo, by English seamen acting under the direction of Sir James Brooke, on the vague and general imputation of piracy, is a gross outrage of all rights of justice and humanity, and calculated to cast a deep dishonour on our national character, as a civilised and Christian people; and that a thorough and searching inquiry should be immediately instituted by Parliament into all the circumstances of this transaction, as well as into the general line of policy pursued by Sir James Brooke, in his treatment of the aboriginal tribes of Borneo.

Mr. Aaron Smith said that facts were stubborn things — He was attacked himself in the night by a fleet of Malayan pirates. He had navigated those seas during the greater part of his life, although he was not a naval officer, and had never received a shilling of Government pay. He believed the English naval commander in those seas had as much

kindness of heart — as much humanity — (cheers and hisses) — as any other class of her Majesty's subjects. He had not the pleasure of Sir J. Brooke's acquaintance; but must say that those who navigated those seas for the last thirty years were under great obligations to whoever suppressed piracy. He himself had passed many sleepless nights in these seas; and on the 30th April, 1836, when commanding the *Mary Anne*, from Sourabaya, bound to China, he was called up at midnight to encounter a fleet of pirates then in sight. In three minutes after he got on deck, a shot passed between him and his steward, which was the signal of a five hours' engagement that ensued. The prahus of the pirates had been described as mere baskets, or packs of cards; but did they know that they contained 100 armed men each, and had 70 or 80 oars? Well, he was attacked by between twenty and thirty of these prahus, and he killed in the engagement as many of the pirates in proportion to the number of his men, as Sir James Brooke's expedition had done. That was matter on record. It was well known, also, that several vessels from Manilla had never been heard of; and the Java seas were notorious for this class of people. The British merchants of Singapore — as honourable and religious a set of men as could be found anywhere, and who lived almost within a stone's throw of the scene of these transactions — were unanimously of opinion that Sir James Brooke's proceedings were perfectly necessary and justifiable. Let them take these pirates alive, and humanise and Christianise them by all means, if they could; but how was it to be done? (Hisses.) The pirates were desperate people, and one hundred of them, with poisoned spears, would often be found in each prahu. You could not land to get a drop of water unless you were armed; and he had himself been obliged to carry fire-arms on going ashore, to protect him from the natives, who lay in ambush ready to destroy him with their poisoned spears. He thought every man not only justified in defending himself, but bound to resist in self-preservation. (Mingled cheers and hisses, with cries of "Order! order!") If the natives caught an Englishman they would kill him at once, and boil him the next day.



WAR CUP
Made of split bill of the hornbill bird and of part of its skin, claws and leathers, and with argus pheasant feathers. S.E. Borneo.

(Laughter.) As regarded head-money, he considered it objectionable, because an English officer was paid for his services without it. (Cheers.) He apologised for intruding, but he felt called upon to rise to vindicate the British naval officers, than whom a more gallant and virtuous race of men did not exist.

After a few words from Mr. G. Thompson, M.P., in support of the resolution, it was unanimously agreed to, as also was another, condemning the practice of awarding head-money for the destruction of pirates.

A petition to Parliament, founded on the foregoing resolutions, and to be presented by Mr. Cobden, was then adopted, and the meeting separated.

The handful of excerpts reproduced here regarding the 'pirate controversy' merely provides a peep at the scores of pages of print devoted to the issue in official reports and the newspapers, and which commanded the avid attention of the reading public. The interest of British MPs in the issue was first aroused by the financial angle — the huge claims for 'head money' to which, by an Act of 1825, the crews of HM ships were entitled in their operations against pirates (£20 for every pirate killed or captured and £5 for every 'piratical' person known to have been alive at the start of the operation). Bearing in mind the large numbers involved at Beting Marau, the bill was rather high. From a discussion on the price of heads to one on the manner of collecting them was a natural transition, but Brooke's humanitarian critics, grossly ignorant of Bornean matters and even more woefully misinformed, made exaggerated charges that backfired. The charge that it was improper for Brooke to hold office under the British Crown while he was also an individual with a considerable local interest (i.e. as the 'ruler' of the 'independent' state of Sarawak) carried more weight. In the end, an official commission of enquiry was set up which held its hearings in Singapore, where interest in the controversy was equally as keen and opinion equally as divided. In their findings the two commissioners had no difficulty in agreeing that the Ibans of Seribas and Sekrang were truly piratical, but they differed as to the wisdom of the policies which Brooke had pursued. Brooke emerged from the whole affair cleared of the accusations against him. However, he was now left to his own devices to deal with the pirate problem which simply did not fade away. The fact that twenty years later another British naval vessel (see the following I.L.N. report on HMS Nassau) was engaged in an action with Lanuns in the Sulu Sea — probably the descendants of those who had fought under Sherif Osman in Marudu Bay — would seem to make the point.

BORNEAN PIRATES

To questions from Mr. Hume, Lord J. Russell replied that he had no objection to lay on the table all the information the Government had relative to the operations for the suppression of piracy against the natives of Borneo during the last year; nor to the production of correspondence between the Governor of Malta and the Government respecting the Italian refugees; nor to the production of correspondence relative to the affairs of Cephalonia.

To a question from Mr. Ewart, Mr. GREENE stated that, though it would be possible to have the new chamber for the House of Commons ready by Easter, it would not be possible to have the necessary refreshment and other rooms — the indispensable adjuncts to the chamber — fully prepared before the beginning of the next session of Parliament.

I.L.N. [SUPPL.], 9 FEBRUARY 1850

PIRACY

Sir FRANCIS BARING moved the second reading of the Pirates Head Money Repeal Bill.

Sir GEORGE GREY disapproved of repealing altogether the present law; he thought it would be better to modify it, so as to meet any abuses which had taken place under it.

Sir F. BARING said he proposed to give a discretion to the Admiralty to give head money, instead of making it compulsory, as at present. As the law stood, it was open to abuse, and it gave rise to imputations against those engaged in suppressing the slave trade.

Mr. HUME and Mr. COBDEN disapproved of the acts of Rajah Brooke.

After a few observations from Sir. H. VERNEY and Colonel THOMPSON, the bill was read a second time.

The report of the resolution on our Australian colonies was received, and leave was given to bring in a bill founded thereon.

I.L.N., 16 FEBRUARY 1850

PIRATES

On the motion of Mr. HUME, returns were ordered of the names and tonnage of any British vessels, with the names of their respective commanders, and of the names of any British subjects that have been either captured, attacked, plundered, or in any way molested, by either Malay or Dyak pirates, on the coast of Borneo, or elsewhere, from the 15th day of August, 1839, to the 15th day of August, 1849, inclusive; specifying date and place of each case of such capture, attack, plunder, or molestation.

On the motion of Mr. WOOD, Mr. Herries was added to the select committee on oaths of members, in the place of Mr. Disraeli.

The reports of the resolutions upon the Stamp Duties and Drainage Advances were brought up, and leave given to bring in Bills founded thereon.

The Factories Bill was read a second time.

The other orders of the day were then disposed of, and the House adjourned at a quarter-past two o'clock.

I.L.N., 23 MARCH 1850

THE BORNEAN MASSACRE

Mr. HUME gave notice, that, on the 11th instant, he would move for the production of the returns furnished by Admiral Parker respecting the massacre at Borneo.

I.L.N., 8 FEBRUARY 1851



SPEAR

With barbed iron point and shaft of carved, dark red wood. Total length, 81in.

SIR JAMES BROOKE AND BORNEO

Mr. HUME moved for an address to her Majesty, that she will be graciously pleased to appoint her Royal Commission to inquire into the proceedings of Sir James Brooke on the north-western coast of Borneo, since his appointment as her Majesty's "Commissioner and Consul-General to the Sultan and Independent Chiefs of Borneo;" and especially into the attack made by her Majesty's and the Honourable East India Company's naval forces, under his advice and direction, on certain wild tribes of that island, called the Sakarran and Sarebas Dyaks, on the night of the 31st July, 1849; and further that her Majesty will graciously command, that the opinion of her Majesty's Judges be taken and laid by her Majesty's Ministers before this House, touching the legality or otherwise of the holding by Sir James Brooke, at one and the same time, of the following apparently incompatible offices, viz. of sovereign ruler of Sarawak, he being a British subject; of her Majesty's Commissioner and Consul-General to the Sultan and independent chiefs of Borneo, he, Sir James Brooke, residing at Sarawak, where there is no independent chief; and also of the appointment of Governor of the British settlement of Labuan, distant 300 miles from Sarawak, at which British settlement Sir James Brooke has not been actually present more than a few months during the last three years." The hon. gentleman developed his proposition at great length, strongly condemning the conduct of Rajah Brooke.

After some discussion, in which Mr. GLADSTONE contended that, supposing those men were pirates, according to the act of 1837, they ought not to be put to death unless they were resisting being captured; and that was a point which ought to be inquired into.

Lord PALMERSTON said that he had laid on the table several proofs that these men were pirates, and the act of 1837 only spoke of men who were actually in custody, and who should be brought before a court; but in the present case they were dealing with men who would not suffer themselves

to be captured, and who preferred rather being put to death.

The House divided —

For the motion	19
Against it	230
Majority	—211

The motion was accordingly lost. — Adjourned at one o'clock.

H.N., 12 JULY 1851.

 NAVAL AND MILITARY
INTELLIGENCE

PIRATES' HEAD MONEY — On Wednesday, Mr. Hume, M.P., obtained in a parliamentary document, an account of the expenditure of £129,000 as pirates' head money. On one occasion £42,425 was claimed for 2950 pirates. There were 38 officers and 452 men in the engagement.

H.N., 12 JULY 1851

 RAJAH BROOKE

Mr. HUME moved for a copy of a letter from Mr. Burns to Lord Palmerston, complaining of obstructions received at the hands of Sir James Brooke, and of any answer thereto.

Mr. H. DRUMMOND objected to motions of this kind, invidiously worded, instead of direct charges.

The motion was agreed to.

H.N., 27 MARCH 1852

Since the commission of inquiry upon Sir James Brooke, piracy is rife, not only in China, but on the coasts of Borneo. The people, who were kept in check by their dread of the Rajah of Sarawak, have, since his withdrawal from Borneo, become more daring than ever, and are committing most fearful ravages.

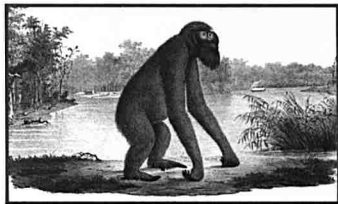
H.N., 23 SEPTEMBER 1854

H.M.S. NASSAU AND THE PIRATES

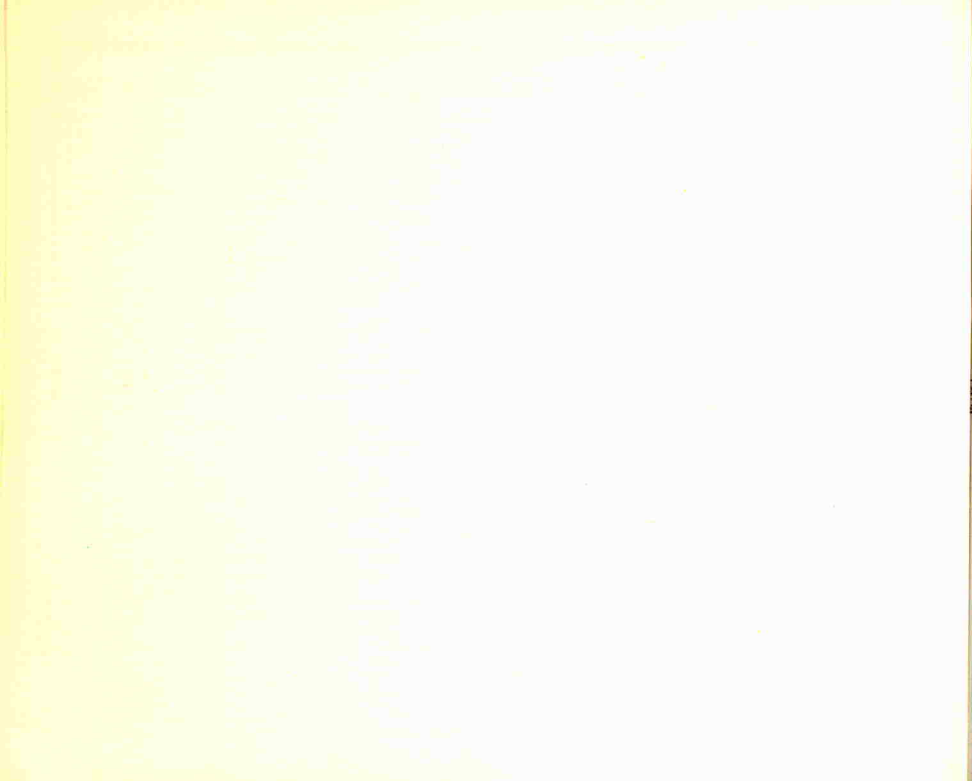
A small conflict with pirates in the Sulu Archipelago, between Borneo and the Philippine Islands, took place last May. H.M.S. Nassau, Admiralty surveying-ship, was engaged, on the 8th of that month, in the survey of Dalrymple harbour, in the island of Sulu, when her boat's crew ashore was suddenly attacked by a large and well-armed party of natives. They rushed fiercely upon our men from an ambush, firing several muskets and flinging long spears at them. In the fight which ensued, Navigating-Lieutenant Gray — who, with two men, was separated from the boat — received a severe wound in the left arm; and a sailor named Robert Hartnoll was wounded in the back. One man, being separated from all his comrades, escaped pursuit by swimming out to sea. The others defended themselves stoutly, killing and wounding several of their assailants. In consequence of this affray, some large prahus belonging to the natives were detained by the Nassau, and friendly messages demanding satisfaction were sent ashore. They were answered with a defiance, and when two of the captured vessels were found to be armed with long brass guns, and to be stored with other weapons and implements of piratical warfare, it became evident that the place was inhabited by lawless marauders. An attack was therefore determined upon, and Lieutenant Noble and Lieutenant the Hon. Foley Vereker were sent in to reconnoitre. While passing along the beach they were assailed by several large armed prahus, firing brass swivel-guns and muskets. The fire was returned with spirit, and was kept up on both sides about an hour, till the pirates retired, having lost several men killed or wounded. On the same evening Lieutenant Noble, in charge of a party in the boats, and Lieutenant Vereker, with a rocket-boat, had a sharp encounter with the enemy in a stockade, and in some large war prahus. The enemy were at length dislodged by the rockets, and forced to retreat with severe loss. Five prahus were captured and destroyed.

After this it was resolved that the ship should make an attack, and on the 11th, at half-past five in

A SUPPLEMENT OF COLOUR PLATES



- PLATE 1 *Malay Archipelago or East India Islands*, drawn and engraved by J. Rapkin, from *The Illustrated Atlas and Modern History of the World*, ed. R. Montgomery Martin (London, 1851).
- PLATE 2 *Simia satyrus* (male) now called Orang Utan (*Pongo pygmaeus*) from *Verhandelingen over de Natuurlijke Geschiedenis der Nederlandsche Overzeesche Bezittingen*, C.J. Temminck (Leiden, 1839-47).
- PLATE 3 *Buceros cassidix* (female), now called Wrinkled hornbill (*Rhyticeros corrugatus*), from *Verhandelingen over de Natuurlijke Geschiedenis der Nederlandsche Overzeesche Bezittingen*, C.J. Temminck (Leiden, 1839-47).
- PLATE 4 *Liau, a Chief of the Forest People*, from *The Headhunters of Borneo*, Carl Bock (London, 1881).
- PLATE 5 *A Dyak Boy at Home: showing ordinary Dyak dress*, from *The Headhunters of Borneo*, Carl Bock (London, 1881).
- PLATE 6 *Keeney-Ballo* (now called Mount Kinabalu), from *Borneo and the Indian Archipelago*, F.S. Marryat (London, 1848).
- PLATE 7 *Bruni* (now called Bandar Seri Bagawan), from *Borneo and the Indian Archipelago*, F.S. Marryat (London, 1848).



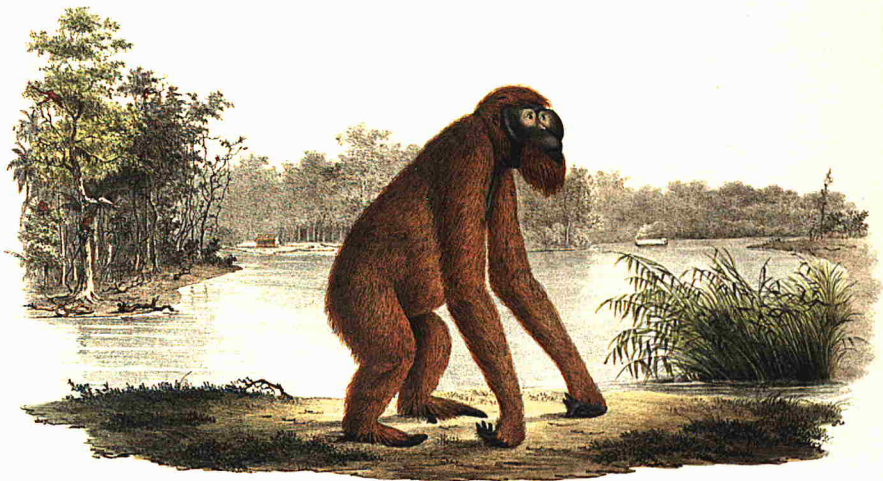
MALAY ARCHIPELAGO
OF
EAST INDIA ISLANDS



NATIVES OF NEW GUINEA.

SCALE

THE BEAR DEAR.



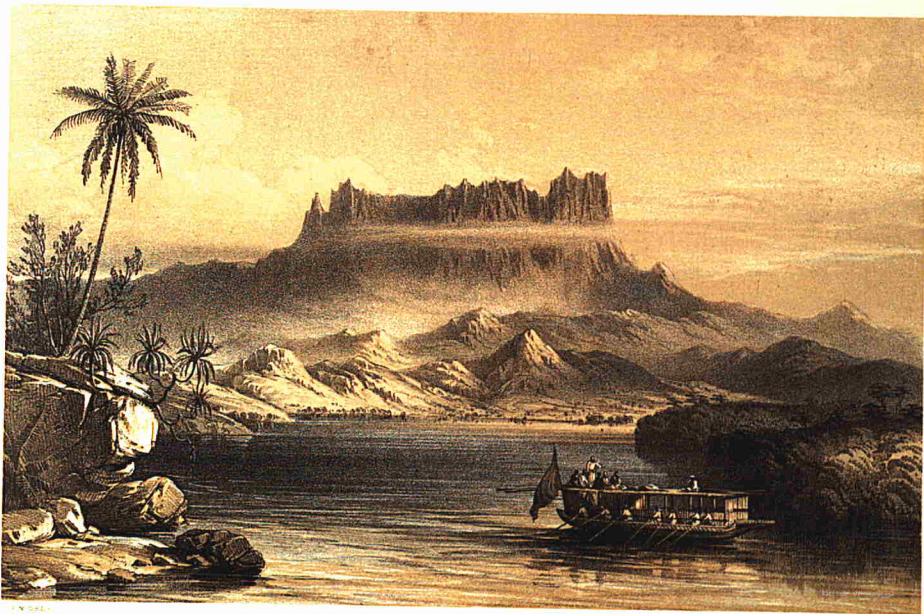




CARL BOCK, DEL.



CARL BOCK, DEL.



KEENEY-BALLO

(GOSORAN HAT BORRO)

W. J. HANNAH LITH. PRINTERS

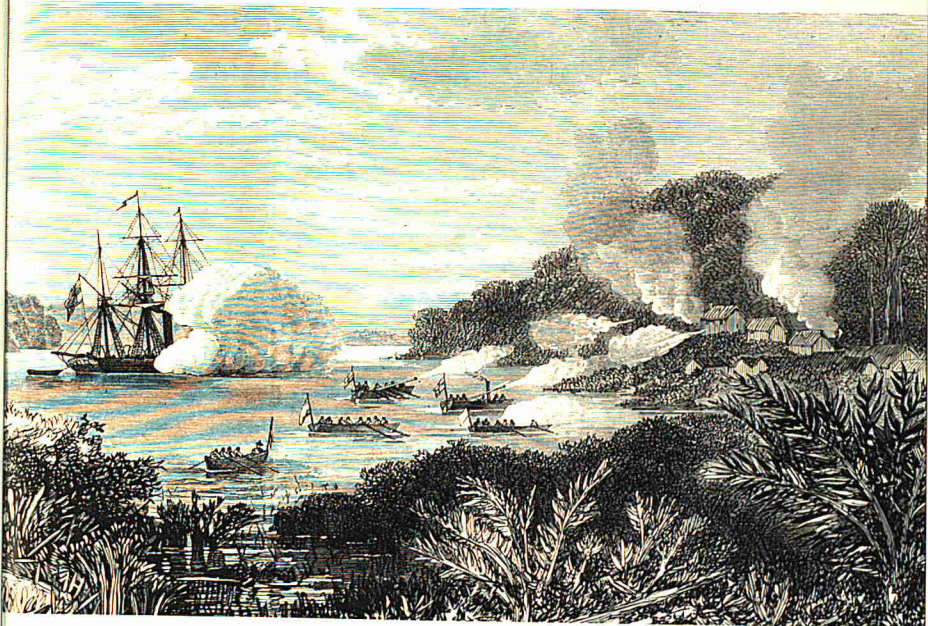


T. M. DICK

B R U N A I

(BORNEO PROPER)

W & D HANLIAM LITH PRINTERS



DESTRUCTION OF A PIRATE STRONGHOLD AT SUVA BY H.M.S. NASSAU

the morning, the Nassau weighed anchor and moved in front of the village where Lieutenant Gray's party had been attacked. After firing a few shell, the boats dashed ashore with a landing party, under the command of Lieutenants Noble and Vereker and Sub-Lieutenants Petley and Dixon. They burnt the village, and, upon its destruction, the ship and boats went on to Carang-Carang, the main stronghold of the pirates. Here the ship anchored, and poured in a heavy fire of shell, shot, and rockets, which continued two hours, telling with great effect. The town was utterly destroyed. Flags of truce were at last hoisted on shore, when Commander Chummo gave orders to cease firing. The Nassau proceeded to Sulu, where her captain and officers had an audience of the Sultan. His Highness thanked them for having rid the place of a nest of pirates, who had been the scourge of that sea and shore for years past. They seem to have been a remnant of the pirates of Balignini and Borneo, with whom Sir E. Belcher, Captain Mundy, and others were long since engaged. Our Illustration, from a sketch by one of the officers who took part in this action, shows the position of the ship and boats when the landing party went ashore to destroy the village.

ILLN. 5 OCTOBER 1872



LAND WOMEN IN A CANOE.

3 Of Principalities and Powers



THE RAJA MUDA HASSIM

The dress of Muda Hassim was simple, but of rich material, and most of the principal men were well, and even superbly, dressed. His countenance is plain, but intelligent and highly pleasing, and in manners perfectly elegant and easy. His reception was kind, and, I am given to understand, highly flattering. We sat, however, trammelled with the formality of state, and our conversation did not extend beyond kind enquiries and professions of friendship....

MUNDY, *Narrative of Events in Borneo* ...

The Rajah Muda Hassim is a remarkably short man, and slightly built; about 45 years of age; active and intelligent, but apparently little inclined to business. His disposition I formed the highest estimate of, not only from his kindness to myself, but from the testimony of many witnesses, all of whom spoke of him with affection, and gave him the character of a mild and gentle master ...

(From the *Journal of James Brooke*, on his first meeting with Raja Muda Hassim).

The fact that today the island of Borneo is divided between the two modern nations of Malaysia and Indonesia is one of those accidents of history which has very little bearing on the traditional political organization or predilections of the inhabitants of that huge island. It simply reflects the division of Borneo into British and Dutch spheres of influence during the course of the nineteenth century, a development the local peoples neither desired nor could prevent. Borneo society was (and is) diverse, but the traditional political units into which it was divided were similar to one another and to those in the rest of the Malay world of South-East Asia. The shores of the island were studded with Malay princes who reigned with varying degrees of effectiveness over polyglot subjects, many of



PANGHERAN MUMIN

whose activities (as we have already seen) were in European eyes strictly piratical. The most important of these principalities were the sultanates of Pontianak, Sambas, Banjarmasin, Kutai and Brunei, amongst which Brunei was the one readers of the *ILN* were best informed about, as it controlled the northern littoral of Borneo where British adventurers were most active. All Bornean principalities, large or small, wore the panoply of royalty, supported (or undermined) by a privileged class of aristocrats (such as the Pangهران of Brunei), and conducted their affairs with a due regard for protocol and ceremony which never failed to have its impact on the European visitor. As for the sultanate of Brunei, most of its power had gone, but something of the prestige and much of the pomp remained.

Despite the obvious differences in culture, outlook and material circumstance, the Britons who trespassed into these realms in the nineteenth century did not find the ambience of Malay royalty entirely alien. For they themselves were the representatives of an aristocratic tradition. James Brooke, the son of an English East India Company official, had been brought up as 'an officer and a gentleman',

more interested in service than business. The average British naval officer was the offspring of the landed gentry, or, like Henry Keppel, son of the Earl of Albemarle, the scion of a well-established member of the aristocracy. So the refinements of Malay etiquette and protocol formed a medium that they could understand and appreciate, and commanded to a degree their respect.

It was this regard and appreciation for local tradition and practice which enabled James Brooke to adapt himself to the Malay tradition and become accepted as the 'Rajah' of Sarawak, although others who attempted to emulate him were not so successful. From the confines of his new kingdom, Brooke, deliberately or otherwise, expanded his influence at the expense of his nominal overlord, the Sultan of Brunei. But Brunei did not have to try and cope with Brooke alone. Brooke himself fulfilled two roles: one, as the governor, then independent ruler of the province of Sarawak, and the other, as the representative of the British Crown. Eventually the two roles became incompatible, and Brooke was left playing the part of a Bornean prince, but not before he had succeeded in bringing about the cession of Labuan to Britain. The acquisition of this new island to the British collection was formalized with all the pomp and ceremony which a British naval detachment could muster (in this respect they were the peers of the Malays), and must have made for good reading amongst the subscribers to the *ILN*. Brunei's rulers also had to deal with the operations of a whole host of other Western adventurers, starting with a certain Charles Lee Moses, a cashiered seaman of the US Navy, who, whilst acting as American Consul to Brunei, acquired, in 1865, a ten-year lease over virtually all the territory now incorporated in modern Sabah. He was succeeded by a consortium of American and Hong Kong Chinese businessmen, then by a gaggle of German speculators amongst whom was one sporting an Austrian title, the Baron Gustavus von Oerbeck. Finally, there appeared on the scene a London businessman called Alfred Dent. In the end, Dent and Oerbeck teamed up together and after a series of complicated negotiations and manoeuvres which involved not only the Court of Brunei, but also the Sultan of Sulu, the Brookes in Kuching and the British government as well, they managed to acquire the substance of Moses' original concession. This concession provided the basis for the formation of the Chartered Company of British North Borneo which, under the protection of the British Crown, became the ruler of



PROCESSION OF THE SULTAN OF GOSONG TABOR

the north-eastern corner of Borneo. This left the sultanate of Brunei with very little else besides the land it held around Brunei Bay, and it was confidently expected that the sultanate would soon be swallowed up by the British — whether the British of Sarawak, or the British of North Borneo, or the British of the Straits Settlements. That this did not happen, and that Brunei managed to retain its identity as a British protectorate, was a development which dragged on into the twentieth century and about which the *ILN*'s readers were not apprised — until it was all over — since the manoeuvres which produced this outcome were concealed in confidential files.

As far as the *ILN* man-in-the-street was concerned, the main focus of interest in Borneo had always been its first 'White Rajah', James Brooke. When Brooke died in 1863, there was no one of comparable stature or flamboyance to take his place. Charles Brooke, his nephew and successor as ruler of Sarawak, was probably a better administrator and could boast of as many warlike exploits as his predecessor; but he lacked his uncle's panache, and his doings rarely were recorded in the columns of the *ILN*, and his portrait never appeared — at least not before the turn of the nineteenth century. The story behind the founding of British North Borneo contained sufficient elements of drama to make good copy. It was, however, largely a private enterprise which was ultimately secured more by humdrum

diplomacy than the spectacular boating provided by the Royal Navy to James Brooke. In any case the principal actors in this particular drama, although numerous, failed to capture the public imagination. Alfred Dent, having secured the coup of a lifetime which made his fortune, spent the rest of his life as a bowler-hatted businessman in the City of London, administering it. W.C. Cowie, the Scotsman who became the managing director of the British North Borneo Company in the last decade of the century, was certainly an interesting and aggressive figure; but he did not have the calibre of James Brooke. He was too unprincipled, for one, and despite an intimate acquaintance with a number of Bornean princes, never won their hearts, and can be held largely responsible for the serious uprising against Company rule, led by a Sulu chief called Mat Salleh, which broke out at the turn of the century. Overbeck, 'a large man . . . of courage and ability' had withdrawn early from the scene in order to devote his talents to railway

speculation in the United States, where he also married an admiral's daughter.

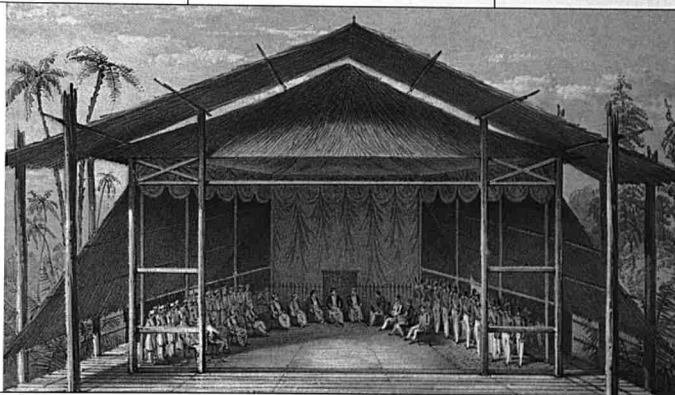
HALL OF AUDIENCE, SARAWAK

Brooke described the audience hall at Kuching as 'nothing but a large shed, erected on piles, but within decorated with taste'. Keppel's description of an audience held there is as follows:

The audience-chamber was hung with red and yellow silk curtains, and round the back and one side of the platform occupied by the Rajah (Muda Hassim) were ranged his ministers, warriors, and men-at-arms, bearing spears, swords, shields, and other warlike weapons. Opposite to them were drawn up our royal marines; the contrast between

the two body-guards being very amusing. Muda Hassim is a wretched-looking little man; still there was a courteous and gentle manner about him that prepossessed us in his favour, and made us feel that we were before an individual who had been accustomed to command. We took our seats in a semi-circle, on chairs provided for the occasion, and smoked cigars and drank tea. His majesty chewed his sirih-leaf and betel-nut, seated with one leg crossed under him, and playing with his toes. Very little is ever said during these audiences; so we sat staring at one another for half an hour with mutual astonishment; and, after the usual compliments of wishing our friendship might last as long as the moon, and my having offered him the Dido and everything else that did not belong to me in exchange for his house, we took our leave.

KEPPEL, *Expedition of HMS Dido*...



HALL OF AUDIENCE,
SARAWAK



THE RAJAH OF SARAWAK

The account given by the I.L.N. of James Brooke's career (see p. 76) is remarkably inaccurate, and would undermine one's confidence in its general reporting were it not for the much more reliable detailed accounts of various episodes of his life reproduced here. For a start, Brooke was not born in England but in India. After resigning from the Company's service in 1829, he spent the intervening time, up to his first arrival in Sarawak ten years later, in a couple of exploratory-commercial visits to the Far East which excited his imagination and made him determined to return. The inheritance he received on the death of his father provided him with the means for doing so, and led to his buying and equipping The Royalist for his 'expedition to Borneo'. His prospects for this expedition, to which the I.L.N. account alludes, did make his intentions very clear, and establishing a British colony in Marudu Bay was not one of them. It was to be a scientific endeavour, aimed at collecting information about the people and products of the area which could be of interest to British merchants and traders. Brooke also made it clear that he was not a friend of unbridled European commercial enterprise which he considered too often swept to one side 'the indefeasible rights of the Aborigines'; he maintained that Western powers with interests in the region should direct their activities 'to the advancement of the native interests and the development of the native resources, rather than, by a flood of European colonization, to aim at possession only.' He could not have made himself plainer.

The I.L.N. account of the why and wherefore of Brooke's becoming ruler of Sarawak is similarly misleading, as is also the presentation of the Chinese rebellion of 1857. But these episodes are much more accurately presented in the more detailed reports published by the I.L.N. at the time at which they occurred, and given here. By any standard, James Brooke's career was a remarkable one. That neither the 'White Rajah's' first (and best-known) portrait nor his earliest exploits appear in the pages of the I.L.N. reflects the fact that he was at that time an unknown. The publication in 1846 of Keppel's book, based largely on the Rajah's own journals, about their pirate-bashing expeditions to-*

*Keppel, H., *The Expedition to Borneo of H.M.S. Dido for the Suppression of Piracy: with Extracts from the Journal of James Brooke, Esq. of Sarawak* (2 vols., London, 1846).



MR. BROOKE'S FIRST RESIDENCE
AT SARAWAK



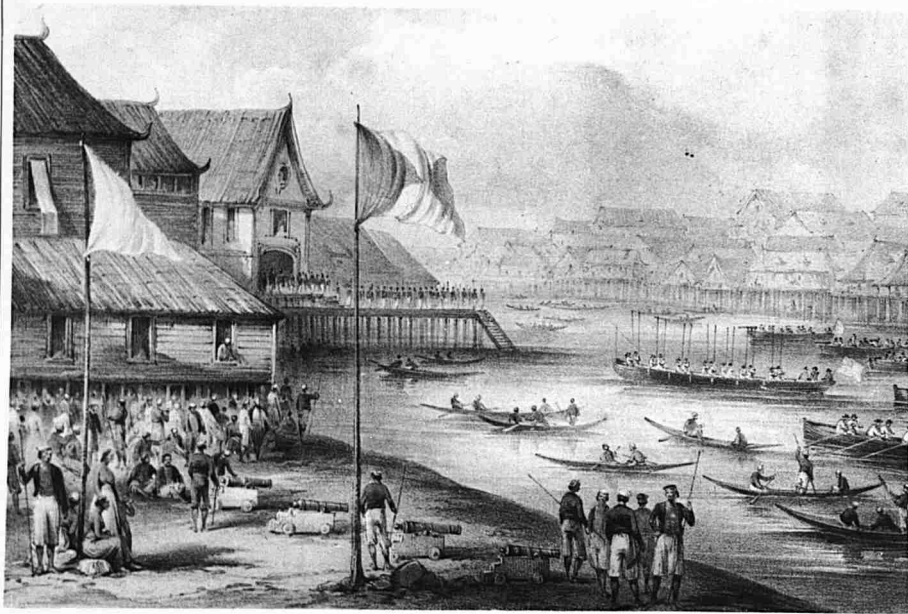
HOUSE OF PATINGI
ABDULRAMAN AT SIRIKI

gether, gave Brooke his name, so that when he returned to England the following year (for the first time since he had become the ruler of Sarawak), he was a Victorian hero, a prototype, as it were, of Lawrence of Arabia. This reputation, once established, never dimmed despite the efforts of his detractors, and in fact was steadily enhanced by the reports about him which from thence forth appeared in the columns of the *I.L.N.* Indeed, no Englishman in the Malay world of South-East Asia was granted so much coverage as that received by James Brooke.

Mr. Brooke's then residence, although rude in structure with the abodes of the natives, was not without its English comforts of sofas, chairs and bedsteads. It was larger than any other, but, like them, being built upon piles, we had to mount a ladder to get into it. It was situated on the same side of the river (the right bank), next to, but rather in the rear of, the Rajah's palace, with a clear space of about 150 yards between the back and the edge of the jungle. It was surrounded by palisades and a ditch, forming a protection to sheep, goats, occasionally bullocks, pigeons, poultry, geese, monkeys, dogs, and ducks. The house consisted of but one floor. A large room

in the centre, neatly ornamented with every description of fire-arms, in admirable order and ready for use, served as an audience and mess-room; and the various apartments round it as bedrooms, most of them comfortably furnished with matted floors, easy chairs, pictures, and books, with much more taste and attention to comfort than bachelors usually display. In one corner of the square formed by the palisades were the kitchen and the offices.

KEPPEL, *Expedition of HMS Dido*.



COCHRANE AT BRUNEI

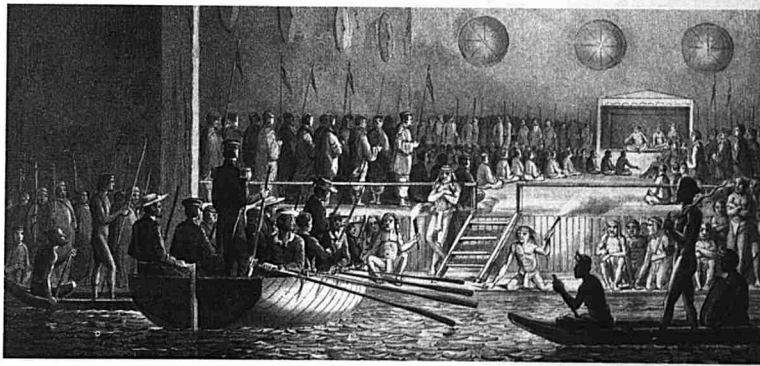
The impression of power which a squadron of British warships could convey is tellingly illustrated in the two scenes shown here (below and opposite), which depict the second of two visits paid by Captain Sir Edward Belcher to Brunei in 1843 and 1844 respectively. In 1843, the Captain arrived in his boat, HMS Semarang, with James Brooke on board, and accompanied by four other vessels including the first steamship which Sultan Omar Ali of Brunei had ever set his eyes on. This force was sufficient to persuade the Sultan that the moment had arrived to write a letter to Queen Victoria seeking her 'friendship and aid' to suppress piracy and encourage trade, and offering to cede the island of Labuan 'to assist in forwarding these objects ...' He also made the more practical concession of granting the cession of Sarawak in perpetuity to James Brooke. Belcher's second visit the following year, was not as cordially received, particularly since this time the mission carried with it not only Brooke but Raja Muda Hassim, a figure not welcome

amongst the Pangeran who dominated the Brunei Court. Nevertheless, once again the Sultan fairly readily conceded to his visitors' demands. The Raja Muda was reinstated as Chief Minister and heir apparent at Brunei at the expense of the ruling clique. Why the Sultan tolerated this gross interference with the internal affairs of his kingdom — '... what right we had to insist upon ... the Sultan's uncles [bring] put into office, I really cannot pretend to say'* — becomes evident from the following: 'The barge was so placed that the assassination of Mr. Brooke and the Europeans would have been revenged on the first discharge of our gun by the slaughter of hundreds; and in the main street (i.e. the waterway) lay the steamer, with a spring on her cable, her half ports up, and guns loaded to the muzzle ... The platform admitted one of the steamer's guns to look into the audience chamber, the muzzle was pointed directly at the Sultan, a man held the lighted tow in his hand.** The actual cession of Labuan was to take place two years later, only after the

dramatic events which took place in 1846 starting with the palace coup of January which disposed of Raja Muda Hassim and his supporters, and culminating in the retributive visit by Admiral Cochrane six months later. Even so, the Sultan and his advisers were still disposed to haggle. The negotiations which led finally to the treaty of cession signed at the end of the year were speeded up, no doubt, by the scene which presented itself to all those assembled; 'The boats in line of battle in front of the palace, and the marines with fixed bayonets on the threshold of the audience hall, though a picturesque group, were by no means calculated to encourage any act of violence.'**

*Marryat, F.S., *Borneo and the Indian Archipelago* (London, 1848).

**Mundy, R., *Narrative of Events in Borneo and Celebes down to the Occupation of Labuan*, (2 vols., London, 1849).

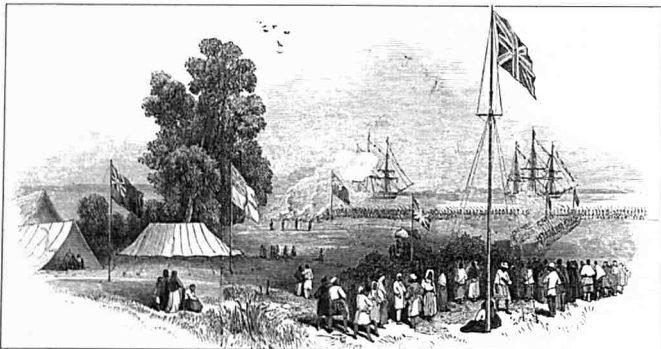


COURT OF THE
SULTAN OF
BORNEO



SIGNING THE TREATY FOR THE CESSION OF LABUAN

The hoisting of the British flag on 24 December 1846 marked the formal taking possession of the island of Labuan by the British Crown, an event which took place with all the ceremony described. What the Brunei leaders assembled there to witness the occasion, headed by Pangeran Mumim (Mourmea in the ILN text) who was to become Brunei's next Sultan, thought about it all, one will never know; but Sultan Omar Ali himself did not grace the occasion, pleading his proneness to seasickness (Brunei was half a day's journey across the Bay) as his excuse. The proceedings on the British side were presided over by Captain Mundy of HMS Iris, a grandson of the illustrious Admiral Rodney, a fact he did not allow himself — or others — to forget. Mundy eventually became an admiral of the fleet himself, and like James Brooke, died a bachelor. Unhappily, as far as the progress of the new colony was concerned, the soundness of advice given by 'that excellent man, Mr. Brooke,' proved on this occasion to be somewhat wanting.

CEREMONY OF HOISTING
THE BRITISH FLAG ON
THE ISLAND OF LABUAN,
N.W. COAST OF BORNEO

NEW BRITISH POSSESSION — THE ISLAND OF LABUAN

A late Overland Mail brought the important intelligence of the incorporation of the Island of Labuan and its dependencies with the British dominions; the English flag having been formally hoisted on the Island, on the 24th of December, with the customary honours, in the presence of the Borneo Chiefs, and a multitude of the Malay population. A treaty between the British Government and Sultan of Borneo, was formally ratified on the occasion, having for its object:— 1. To establish lasting friendship; 2. The cession in perpetuity of the Island of Labuan to the British Crown; and, 3. To insure a mutual understanding for active efforts on both sides towards the suppression of piracy. Already, it appeared that many of the natives of Borneo have manifested a disposition to settle on the Island; but this, in the absence of instructions from England, has not been allowed. Sicknes is reported to have prevailed to a considerable extent among the crews of the British vessels; and Commander Gordon, of her Majesty's ship *Wolf*, is stated to have died of jungle-fever, brought on, it is believed, by over-exertion; and, also, in consequence of the clearing of a large space on the shore, which had produced the miasma usually resulting from newly-exposed ground. The same cause, coupled with carelessness in eating the native fruits, is believed to have occasioned the prevailing sickness amongst the crews, rather than any peculiarities of the Island, inherently unfavourable to health; the experience of Mr. Brooke, at Sarawak, having sufficiently demonstrated that, with ordinary prudence, Borneo is as healthy as any other tropical region of the East; whilst there is, moreover, reason to anticipate that Labuan would possess advantages, in this respect, over the main land.

The colonisation of Borneo has been mooted; but it seems desirable that the first efforts of England should be directed towards Labuan, whence, as the centre of an active trade, our influence over the natives of Borneo, and of the islands of the Archipelago in general, would best extend. The acquisi-



MALAY NATIVE OF BORNEO — SKETCHED AT SINGAPORE

tion of Labuan is, altogether, very important, considered not only with respect to the natural productions which it opens up, but also in its bearings upon India and Australia.

By aid of a Correspondent, we have engraved a

specimen of the Malay natives of Borneo, who have already evinced such readiness to avail themselves of settlement upon our newly-acquired territory. The sketch was made not many months since at Singapore. The Malays, it will be remembered, occupy nearly the whole coast of Borneo, only a few tracts along it being still in the possession of the Dayacks. Though rather indolent, they are not deficient in military spirit, and have formed a great number of small states. Their complexion is generally brown, but varies a little in the different tribes; their costume, as the Illustration shows, is not unpicturesque.

Some interesting details of the ceremony of taking possession of Labuan have since been received, and thus given in the *Hampshire Telegraph*:—

"The *Iris* and *Wolf* dressed ship, Royal salutes were fired, marines and small armed men landed, and Pangaran Mourmea, the Prime Minister, with all the chief rajahs, nobles, and several hundreds of Borneans, attended on shore, and their picturesque proas anchored close to the beach, with flags and banners, had a beautiful effect. Captain Mundy addressed the assembled natives in a short speech, explanatory of the English and Borneo Governments, which Lieutenant Heath put into Malay, and which seemed to give universal satisfaction; the great majority declaring their anxiety for protection from the ferocious pirates, and wishing for peaceful trade. A sumptuous repast was afterwards given to the natives, princes, and people, under tents erected on Point Pasley, and conviviality was kept up till sunset, when the Mussulmen returned to their fleet, Pangaran Mourmea and all the nobles visited the *Iris* on the following day, and afterwards returned to Bruni. The pirates had not appeared since the decisive operations of Sir Thomas Cockrane in July, and it is to be hoped the navigation will henceforth be secure. The *Iris* was at Labuan on the 12th of January with the *Wolf*. Trade had commenced most favourably, and all that was passing proved the correctness of judgment of the Rear-Admiral in his late measures, as well as the soundness of advice given by that excellent man Mr.

Brooke, the Great Lord Rajah, as the natives call him."

I.L.N., 3 APRIL 1847

THE NEW COLONY OF LABUAN

This Sketch of the New Colony of Labuan, founded by our enterprising countryman, Sir James Brooke, was made in the month of August last, by the medical officer (Dr. Startin) of the honourable East India Company's war steamer *Phlegethon*, lately on a cruise in the Indian Archipelago, in search of pirates, thirty of whom she succeeded in capturing, and carrying to Singapore; these men forming the residue of the crew who seized and destroyed the *General Wood*, and murdered several hands and passengers on board, about a year and a half ago.

In the Sketch, the buildings shown upon the banks are the Government bungalows and guard-

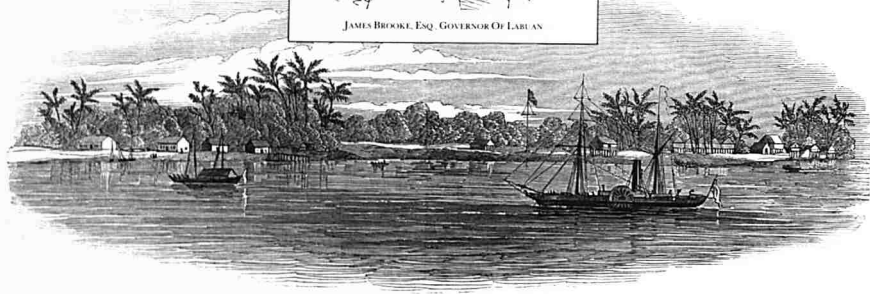


JAMES BROOKE, ESQ., GOVERNOR OF LABUAN

house; the navy well, left of the flag-staff; and, further left, the bath-house and other offices of the *Phlegethon* steamer, in front of the picture.

I.L.N., 9 DECEMBER 1848.

A few days since, Mr. Brooke, the Rajah of Sarawak, arrived by the mail steamer, the *Indus*, at Southampton, which port he left nine years back, in his yacht, the *Royalist*, to explore the Indian Archipelago. His researches and exploits in that quarter are familiar to the public through the book of his friend and fellow navigator, the Hon. Captain Keppel. "Mr. Brooke's history," says the *Singapore Free Press*, "affords us a remarkable union of romantic adventure and of usefulness such as has been the lot of few private individuals to work. It is impossible to read the personal history while in Borneo, and not be struck with the total absence of



VIEW IN THE NEW COLONY OF LABUAN

selfishness by which all his actions have been distinguished, and yet his is a degree of enterprise and of energy that would have secured to an ambitious man the gratification of no moderate longings after fame or power. As it is, Mr. Brooke goes home heralded by no trumpet of his own; his noble character, his upright and useful life, would have been unknown to fame, but for the spontaneous eulogy bestowed on them by Keppel.*

It may, however, be briefly explained that several Englishmen, among whom by far the most distinguished is Mr. Brooke, of Sarawak, sharing the views and inheriting the enterprising spirit of Sir Stamford Raffles, have settled in the Indian Archipelago, and begun to instruct the natives in the means of developing the resources of their country. From 1842 to 1846, the question was incessantly kept before the British Government, until they despatched an order to Borneo for the emancipation of Insular Asia from piracy and barbarism; and, as a commencement, it was resolved to take possession of Pulo Labuan. The accomplishment of this object was detailed in our Journal of April 3; and, by aid of a beautifully illustrated work, just published, we are enabled to present our readers with an accurate view of the ceremony of taking possession; two specimens of the natives of Borneo, as well as of their arms of defence. The following description of the scene is from the pen of Mr. J.A. St. John, who has very effectively written the letter-press to the Illustrations:—

With the island of Labuan, of which possession has now been taken for the Crown, the English may be said to have formed their first connexion in 1775, when, having been driven out of Batambangan by the Sulus, they, with the permission of the Sultan of Bruni, took refuge there. Since the period above-mentioned, the tables have been strangely turned in the Eastern Archipelago. Then, weak and few in number, we were too happy to receive the protection and countenance of the Sultan of Borneo, of whom the buccaners of the Sulu group seemed to have stood in awe. Now the Sultan is our humble ally and dependant, and but for the British flag which waves in his neighbourhood, and the treaty he has concluded with us, might any hour in the twenty-four be seized in his capital by the Sulus, or any other piratical tribe, and sold like the humblest individual into slavery.

The island of Labuan, probably destined to rival Singapore

in importance, is about twenty-five miles in circumference, and occupies a commanding position at the mouth of the Borneo river. It rises in places to the height of nearly seventy feet above the level of the sea, and is almost entirely covered with a dense forest. Of the different species of trees it possesses little is known, except that some of them attain to a great magnitude, and that on several points of the shore the species of laurel which produces camphor is found. The island is traversed by numerous streams, of which some are of considerable dimensions, though two only appear to flow at all seasons of the year. The rest are torrents, which become dry in the depth of the hot season. Water, however, is found everywhere, by digging, in great abundance, and of the most excellent quality. In several places the streams are found running over beds of coal, and in a ravine, or small valley, towards the north, there exists a fine waterfall. On this part of the coast the woods stretch down to the very edge of the sea, whose waves roll inward and break against the shore beneath their outstretched boughs. The "rattans," from which the natives make cordage for their boats, are very numerous and valuable.

The sea in the vicinity of the island abounds with fish of a superior quality, and between two and three hundred men, who subsist entirely by fishing, constituted before our arrival its only population. Their numbers are at present increasing rapidly, and when the coal mines begin to be worked, and the land is laid under cultivation, Labuan will swarm with inhabitants. For some years before our appearance in these seas, the natives had been deterred by fear of pirates from properly carrying on their fishing operations, and are loud in their expressions of gratitude for the protection we afford them. All the small craft engaged in the coasting trade already touch at Labuan, where merchants from every part of the East will settle, as soon as permission to do so can be obtained from the British Government.

The British flag was hoisted on the island of Labuan, December, 24, 1846, by Captain Rodney Mundy, of her Majesty's ship *Iris*, and commanding the squadron on the coast of Borneo. To witness the ceremony many Malay chiefs of distinction had come to the island from Borneo with numerous and showy retinues, and followed by a multitude of the natives, who, quite unconscious of its import, were sanctioning, by their presence, the first step towards, their own emancipation from barbarism. It was a cheerful, animating sight. Several flags were stuck up; tents were pitched on the clear spaces between the trees; the marines were drawn up in imposing array along the beach; the yards, masts, and rigging of the *Iris* and *Wolf* were decorated with

small flags and streamers; and repeated discharges of musketry and artillery sent forth clouds of white smoke, which were lifted up and dispersed by the breeze. The natives, grouped together on a slightly rising ground, looked on with pleasure, not altogether, perhaps, unmixed with apprehension. Unused to the processes of civilization, they could not be aware that the strip of ground before them was destined soon to become the site of a great commercial emporium, inhabited by merchants and politicians, from the West, thronged with population and riches, and encircled by those invisible ramparts of law and imperial power which afford her far more unfailling protection than whole mountains of masonry. That day will be a memorable one in the annals of Labuan. When all who beheld that enlivening ceremony shall have passed away, the flag of England will still be there, waving over the head of new generations, who will probably convert the whole of Labuan into a garden.

We are much indebted to the officers engaged in that service, particularly to Captain Bethune and Commander Heath, for the light which has been thrown on the character and productions of the island, which has been much more carefully explored than in so short a time we had any reason to expect. If their example be followed by those who succeed them, Labuan will be as familiar to the British public as the island of Bombay, with the topography of which many untravelling Englishmen are as well acquainted as with Hampstead Heath.

Mr. Brooke contemplates a sojourn of six months in England. He is now residing at Mivart's Hotel, where he entertained a select party at dinner on Tuesday evening. On the same day, Mr. Brooke transacted business at the Colonial Office, the Admiralty, and the Board of Trade. Captain Munday has, we understand, laid before the Committee of the United Service Club the distinguished services of Mr. Brooke, who has been invited to become a visitor at the Club during his stay in England. It is expected that Mr. Brooke will return to a fully organised and established government in Labuan.

ILLN, 9 OCTOBER 1847

THE INSURRECTION AT SARAWAK

The *Straits Times* of March 21 supplies a complete narrative of the rising of the Chinese at Sarawak, and of the retribution exacted by Sir James Brooke. Although rumours had been current that the Kungsi people contemplated resisting the authority of the local Government, the latter appear to have treated the matter with indifference. Suddenly, however, a large body, numbering about 200 Chinese, came down the river on and before the 17th February, and at midnight commenced a most determined attack on the Government people and property. They first secured possession of the two forts, one below and the other above the town of Kuchin (the seat of Rajah Brooke's authority), which were only garrisoned by twelve men, and, having furnished themselves with all the arms and ammunition in the forts, they proceeded to the work of destruction upon which they had ventured. This was at midnight, when all were asleep. One party made an attack on the residence of Sir James Brooke, whilst the remainder assaulted the houses of Mr. Crookshank (the magistrate) and Mr. Middleton (also a Government official).

A letter from Sir James Brooke, addressed to a personal friend, has appeared in the *Times*. In the following passage from it he gives a thrilling account of the insurrection:-

BALIDAH, March 15.

I may now relate more circumstantially the events of the last few weeks. Sarawak was as peaceful as it had ever been, and there was no cause to excite dissatisfaction among the Chinese or raise suspicion in our minds of any hostile designs; yet a conspiracy had been formed which had its ramifications in Singapore and in China. A follower of Tien-Te, the rebel chief, had arrived in Sarawak, and some criminals, who had been banished the country, secretly returned from Singapore. I had been unwell for some days, and on the night of the 18th retired early to bed. My servant was sleeping in a room near mine, and Mr. Steel and Nicholetts



NATIVE OF BORNEO

occupied a small bungalow close by. Between twelve and one o'clock I was awakened by yells and shots, and, seizing my sword and revolver, I opened a window and saw that the house was surrounded. The noise told me it was by Chinese. I opened door by door in the hope of finding means for escape, but in vain. I told Penty [his native servant] that our deaths were at hand, and, as the last hope, went down to the bathing-room, which was under repair. The door was not fastened. I opened it gently, and, seeing the way clear, ran across the lawn to the creek on the right hand of the house, and took the water close under the bows of the boat which had brought the murderers to their bloody work. I carried my sword and pistol across with me. Glad was I to touch ground on the far side, though not above thirty yards. I struggled through the deep mud, and lay down exhausted and panting in the road. Recovering breath, I got to the nearest house, and, launching a canoe, pulled up to the Dattoo Bandars kampong. All was in confusion. I was too exhausted to do much, and Hercules himself could not have restored courage or order to such a panic-stricken crowd. Here Crookshank joined me bleeding from a severe swordcut in the arm. He believed his wife to be dead, and we both apprehended that the massacre would be general. Finding all hope of restoring affairs at the Bandars gone, I pulled to the kampongs above, and persuaded the people to secure their women and valuables in prahus, and to cross to the opposite or left bank of the river, so as to prevent the assailants from attacking them by land. My house, Arthur's, and Middleton's were long before this in flames. We got the women and children across the river, and Arthur, Crookshank, and myself retired to the same side, to the house of Nakodah Bryak. Here Crymble joined us, with the intelligence that after an hour's defence our fort or palisade had been taken, and with it all our guns, small arms, ammunition, &c. It had been defended by Crymble, with four men and two prisoners; three of the defenders were killed, one or two wounded, and Crymble himself had been grazed by a spear in his side. Middleton, Steel, Ruppell, and Penty dropped in one after another.

The bright fires went out, and the dull morning broke at length, but only disclosing to us the hopeless state of our affairs. We remained at Nakodah Bryak's, doing what we could to animate the natives, and to prepare for such a defence as our means allowed, should we be attacked. I may here relate the fate and misfortunes of our fellow-sufferers. Poor Harry Nicholets was murdered on the grass, trying to reach my house. Crookshank and his wife escaped by their bath-room door. She ran first, and he protected her retreat with a spear in his hand; but, in passing the stable, one of these villains rushed from the opposite side and cut her down. Her husband jobbed his spear into the miscreant's back; but with a twist of his body he wrenched it out, and, seizing the shaft, he struggled to get the spear. Suddenly, however, letting go with his right hand, in which he held a short sword, he cut Crookshank across the fleshy part of the arm. Both staggered; both let go the spear; and Crookshank, weak with loss of blood, and believing his wife dead, staggered away and reached me. She, young and beautiful, lay for twelve hours weltering in her blood, conscious and calm in this extremity. One fiend hacked at her head till he cut off the long tresses which protected it; another tore her rings from her fingers; a third — for the sake of our common nature let it be told — gave her water to drink. By this time the remainder of the Europeans had been assured of protection; but when the Bishop asked the leader's permission to carry her to his house, he was told that she should be left to perish. At length the boon was granted, and she was relieved and tended, and is now, God be praised, recovering. Middleton's house was attacked at the same time and in the same manner as the others. He escaped with difficulty. His poor little wife hid in a bakery till the burning rafters fell about her, and from her concealment, saw the assailants kicking about the head of her eldest child. The mother was paralysed; she wished, she said, to rush out, but could not move. The youngest child was murdered and thrown into the flames, where poor Welling-ton's remains were likewise consumed, his head borne off in triumph alone attesting his previous

murder. The day broke, as I said, and shortly after I heard that the Chinese had assured the survivors of safety; that they had communicated with the Bishop, and sent for Helms and Ruppell. I then, hopeless of doing good, started for the Siolo, a small stream which has its outlet far below the town: it was a wild walk: we swam the stream, washed out every track of our footsteps in the mud, and took refuge in a mangrove swamp as dark came on. By eight o'clock two small boats came to carry us away, and in an hour afterwards I was in Abong Buyon's prahu, manned by forty men, with six smaller boats in company.

Sir James Brooke, having received intelligence of the withdrawal of the Chinese, resolved to return to the Sarawak river; but before he could land the Chinese had a second time come down the river in force. Fortunately the steamer *Sir James Brooke*, from Singapore, hove in sight. The Rajah and his party proceeded in her to Kuchin, and soon succeeded in driving the invaders out of the town.

The native chiefs having let loose the Dyaks on the Chinese, the latter suffered great slaughter. According to the *Straits Times* of March 23, at least 1000 Chinese have been killed at the various places; while all the flourishing settlements of the Chinese (except at Kuchin) have been destroyed. The exact number of Chinese who have perished during the retreat it is impossible to say: it must be considerable, since, out of a population of 4000 to 5000 Chinese belonging to the Kungsi, not more than 2000 escaped the late retribution, including women and children. On inquiry amongst the chieftains who acted against the Chinese, it was found that their loss did not exceed twelve Malays and Dyaks. The Chinese residents at Kuchin were completely restored to confidence when the steamer left, and had reopened their shops.

ILLN, 2 MAY 1857



GOVERNMENT HOUSE, SARAWAK

KUCHING FORT, SARAWAK



KAPANG, A VILLAGE OF THE
STUNG TRIBE OF DYAKS

We have engraved this week two more Illustrations of the scenery of Sarawak, the seat of Sir James Brooke's Government in Borneo; and these, as well as the two published in our Journal of the 5th inst., are from the sketches with which we were favoured by Mr. Frederick Boyle. The name of "Kucking", as we have explained, belongs to the town upon the river Sarawak, which is the centre of a province formerly ruled by one of the Malay Princes in virtual independence of the Sultan of Borneo. The old fort of Kucking having been captured, after a gallant resistance, by the Chinese insurgents some years ago, the building shown in our first Engraving has been erected in a stronger position. This modern fort is of wood, with a deep but narrow moat round it; and contains, besides the Resident and his household, twenty-four footmen armed with rifles. It is quite capable of defence against any native force. The old fort is now the residence of the treasurer.

Our second Illustration is a view of Government House, which stands directly opposite the present fort; the river being here about 250 yards broad.

ILN, 26 NOVEMBER 1864

The "Government House" shown here was James Brooke's second residence. It was replaced by the present astana (palace) built by his successor, Charles, the year after this engraving appeared in the ILN. Similarly, "Kucking Fort" shown here was also replaced by Rajah Charles by the present stone Fort Margherita, a Kuching (not Kucking, as the ILN would have it) landmark named after his wife, the Rancee Margaret. The "village" of Kapang/Rapang (take your choice) cannot be identified and probably no longer exists, being a typical longhouse dwelling of the Land Dayaks (or Bisayans) who, until very recently, were shifting cultivators.

RAPANG, VILLAGE OF THE STUNG TRIBE OF DYAKS

This picturesque village is situated in the province belonging to Rajah Brooke. It consists of one immense hut and a smaller one. These huts are built of bamboo, and have roofs formed of the nepar-palm. The whole structure is built on stout bamboo posts, which elevate the buildings above the thick jungle. In front is a terrace. The dwellings, which all communicate with each other, are longitudinally divided by a partition. One half of the dwellings nearest the terrace are used as a place of reception and accommodation for visitors. The other half of the buildings form the living place of the inmates.

ILN, 27 JUNE 1857

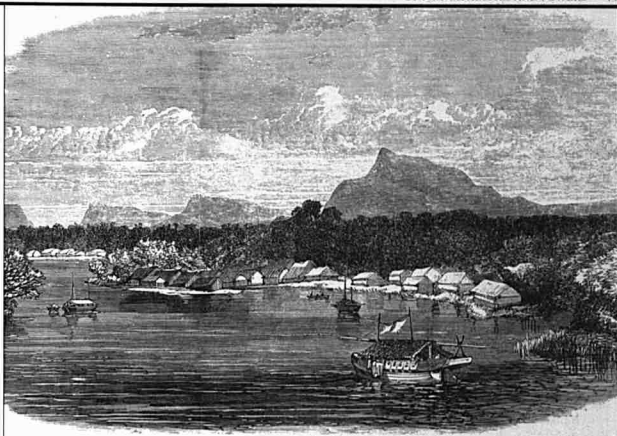


THE LATE SIR JAMES BROOKE, RAJAH OF SARAWAK

THE LATE RAJAH SIR JAMES BROOKE

The death of Sir James Brooke, K.C.B., Rajah of Sarawak, which took place some days ago, at his house of Burrator, in South Devon, has been recorded. This enterprising English gentleman, who became the ruler of a semi-independent principality of Malays and Dyaks in Borneo, was the son of Thomas Brooke, Esq. of Widcombe, near Bath, where he was born, in April, 1803. He was educated at the Norwich Grammar School, and entered the army of the East India Company in 1817. He served as a cadet in the first Burmese war, and was there severely wounded. Having retired from the military service, after the death of his father, he spent three years in cruising about in his private yacht, the *Royalist*, a schooner of 142 tons burden, with a crew of twenty men. His geographical and ethnological studies, as well as his meditations on the political and commercial prospects of Eastern Asia and the Indian Archipelago, led him to conceive the project of forming a British settlement on the north coast of Borneo, where the territory of Malludu Bay already belonged to the British dominions. In a well-written paper, communicated by him to the Royal Geographical Society, in 1838, he explained his views and purposes; and at the end of that year he sailed in the *Royalist* from Devonport, landing on the coast of Borneo, after some delays, in July, 1839. But instead of settling in Malludu Bay, he visited the Malay Rajah of Sarawak, Muda Hassim, uncle to the Sultan of Borneo, and entered into a contract with that potentate, not very unlike the terms upon which a roving Norman baron or knight of the Middle Ages might agree to fight the battles of a feeble Prince in Sicily or Gaul. At the same time he took great pains to warn the Malay rulers of the country against the intriguing and aggressive policy of the Dutch. The result was that, having assisted Muda Hassim to defeat the rebel forces led by the Pangeran Usop, another uncle of the helpless Sultan, Mr. Brooke was appointed to succeed Muda Hassim in the government of Sarawak, when Muda Hassim obtained the office of Prime Minister in

the government of Borneo. Mr. Brooke was to pay tribute, amounting to £500 a year, as a feudal acknowledgment of his subjection to the Sultan. On the other hand, he obtained the exclusive right of dealing in the antimony ore and other valuable produce of the country, from which he reckoned on considerable profits. This was in 1841, when the new English Rajah began to reign, with the good will of all his native subjects, whose welfare he carefully studied to promote. He suppressed crimes and disorders, made an easier adjustment of taxation, and protected the poor Dyaks against the cruelty and rapacity of the Malays. The population of Sarawak was 10,000. In 1844 Mr. Brooke was appointed agent for the British Government in Borneo. In several expeditions for the purpose of suppressing piracy and slavery he was assisted by the Hon. Captain Keppel, R.N., and by Sir Thomas Cochrane, who then held command of the British fleet in Eastern waters. The result of these expeditions was the shedding of a great deal of blood; but it was shown that those who perished were freebooters and pirates, and the outcry raised in consequence against the Rajah gradually died away. On returning to England, in 1847, Rajah Brooke found himself famous. The Knighthood of the Bath was conferred on him by her Majesty; the University of Oxford bestowed on him the honorary degree of D.C.L.; and he was entertained by every public body, from the Queen, at Windsor Castle, to several of the City companies. He also reaped more solid and substantial rewards. He was created by the Queen "Commissioner and Consul to the Native States of Borneo, and Governor of Labuan," the latter being a small island near Sarawak, purchased from the Sultan and erected into a British colony. As Governor he enjoyed a salary of £2000 a year. He occupied this post eight or nine years. In 1858 he returned to England, but had been in this country only a few months when his health received a serious shock from a paralytic attack. From this he rallied, though for some months he was incapable of active mental or bodily exertion. To add to his troubles, in the following year he heard that his books and private papers had been destroyed in an



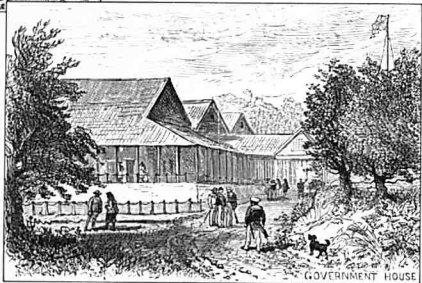
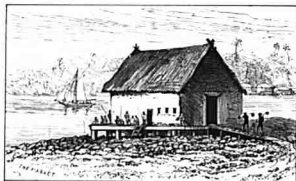
THE MALAY COMPONG, SARAWAK

insurrection in Borneo, which he was not on the spot to quell. A public meeting was held in London, and a large sum was collected among his friends and admirers to enable him to replace them and to purchase the estate in Devonshire where his latter days were chiefly spent. Towards the close of 1861 he paid Borneo a visit, accompanied by Mr. Spenser St. John; but he had the mortification of finding the north-west part of the island in rebellion. As soon as this outbreak was suppressed he returned to England, but was again recalled to the East by fresh complications in the internal administration of Borneo. These difficulties he had the satisfaction of seeing arranged on his farewell visit to the island,

about five years since. From that date the fortunes of Borneo and of Sarawak have been on the whole peaceful and quiet. Sir James Brooke, though himself placed on a sort of honorary retired list, saw the independence of his favourite settlement recognised by the British Government. His published Journal and Letters, with the narratives of Captain Keppel, Mr. Gordon, and Mr. Charles Brooke, nephew to the Rajah, give the fullest information respecting the history of Sarawak.

The Portrait of Sir James Brooke is engraved from a photograph by Maull and Co.

ILLN [SUPPL.] 4 JULY 1868





SKETCHES AT VICTORIA, LABUAN
BY LIEUTENANT DOUGLAS F. ROBINSON, H.M.S. CORDELIA



SKETCHES AT VICTORIA, LABUAN

The small island of Labuan, off the north-west coast of Borneo, was ceded to Great Britain by the Sultan of Borneo in 1847, and the late Sir James Brooke, "Rajah Brooke," was appointed first Governor of the British settlement. It is nearly twelve miles long and six miles broad, well wooded, and has coalmines, which have been worked to a small extent. The population is about six thousand, chiefly Malays, Hindoo coolies, and natives of Borneo, with some twenty Europeans. The harbour of Victoria has good anchorage, and is regularly visited by steamers from Singapore. On its shores are the Government offices and residences, barracks for native police, and store-houses, which may be the nucleus of a future town. But it is less frequented now than it was in the time of the Chinese and Malay pirates, when it was a station of some importance, being the principal depot for men-of-war engaged in their suppression. The aspect of Victoria itself is not particularly fine, but the surrounding

country is beautiful; the savannah, which stretches away for miles along the shore, resembles an English park, and affords excellent grounds for riding, cricket, and also the native sports and water-bullock races, which occur annually. We are indebted for the Sketches to Lieutenant Douglas F. Robinson, of H.M.S. Cordelia, on the China Station; which cruiser made a stay of a few hours at Victoria to obtain coal, after an unsuccessful search for the missing gun-boat Wasp amongst the numerous reefs and shoals situated between China and Borneo.

ILN, 3 MARCH 1888

Despite the valiant attempt in this account to make it sound otherwise, by 1888 Labuan had proved a grievous disappointment. The island failed to meet its appointed destiny of rivalling Singapore, and the traders from the China Coast, the Philippines and the Celebes continued to sail serenely by, as before, on their way to Raffles' city. For although the seas around Labuan abounded in fish, and on shore the 'rattans' flourished in profusion, the market

for Bornean produce was limited and the local population too poor to make good customers. So the island did not 'succeed' with settlers; in fact, hardly any traders settled there at all until an exodus of Chinese merchants from Brunei proper, weary of the exactions and caprices of the pangeran, made it their new base. And there they stagnated. Great hopes had been entertained of the local coal resources, but the first attempt at mining operations was hopelessly mismanaged, while the concern that took over quickly found that the deposits were of such inferior quality as to be of very little value. Indeed, the colony's sole achievement was to be a pioneer in effective land legislation, but since the island's agricultural performance followed the pattern of the rest of the economy, this was not of much use either. In 1890 the Colonial Office handed the administration of Labuan over to the British North Borneo Company, but whatever benefits may have been expected to accrue from this transaction, by 1905 the island was being handed back to the Colonial Office again. In general the twentieth century (so far) has not proven to be much of an improvement on the nineteenth, and today Labuan remains something of a political football inside the Malaysian Federation.

BORNEO

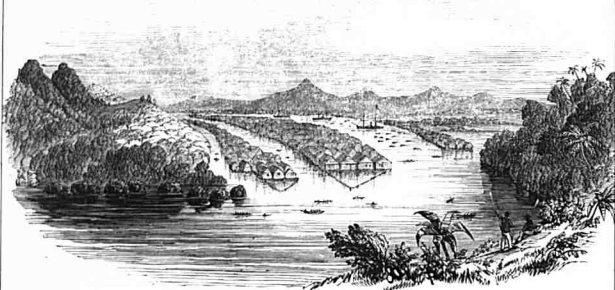
The recent affairs of the British with the pirates of Borneo have, naturally, directed attention to the general character and resources of that island — the largest in the Indian Archipelago, and the largest on the globe, if we except the continent of Australia.

Accordingly, we have received from a Correspondent the annexed view of Borneo, the capital of the kingdom of Borneo Proper, or Brunai, lying on the north-west coast of the Island Borneo, on the banks of the river, about ten miles from the sea. The mouth of the river is narrow, with a bar in front of it, on which there are scarcely seventeen feet of water at high tides. Further up, the river has a considerable depth, and here the shipping lies, particularly the Chinese junks, which are moored head and stern. The town, which is on low ground, contains a considerable number of houses, built on posts, four or five feet high, which, at the rise of the tide, allow the water to pass freely under them. The streets are formed by canals, either natural or artificial, which facilitate communication; and they are always covered with boats, which are managed by women with great dexterity.

Borneo is a place of considerable trade. Its commerce was principally limited to its intercourse with China, the Philippines and the Sooloo Islands, the countries on the peninsula of Malacca not being much frequented by the Borneo navigators. But, since the foundation of Singapore, the Bugis merchants of Borneo often visit that port. The exports are rice, black pepper, camphor, cinnamon, bees-wax, sea-slugs, turtle-shell, pearls, and mother-of-pearl, with tea, wrought and raw silk, and nankeen, the three last articles being imported from China.

Borneo is rarely visited by European vessels, but many come from Amoy and Ningpo. The Chinese find it advantageous to build their junks here; for, though the island has no teak, it produces other kinds of good ship-timber, among which is the camphor-tree.

ILLN, 13 DECEMBER 1845



BRUNI, OR BORNEO PROPER

From the descriptions by various British observers which follow, it is clear that by the second half of the century, the Pax Britannica had descended upon Brunei and the north Bornean shore. All seemed well in the best possible of all worlds. The pirates had vanished (or so it would appear) and attention could dwell on the scenery, the products, and the peculiarities of the local inhabitants, all snugly enveloped in the assumption of the order and stability secured by British supervision. It would be difficult for the I.L.N. readers to detect that, as far as the Malays of Brunei were concerned, they were engaged in a desperate if silent struggle to preserve their political identity. Ever since the fatal cession of Labuan in 1846, they had watched as the various districts of Brunei fell piecemeal into the hands of the Brookes to the west and, in the late 1870s, into those of the newly-formed British North Borneo Company to the east. By the time of Admiral Salmon's visit to the Brunei Court in 1888, the "Scramble for Brunei" was in full swing and matters were reaching a crisis. In fact, it was only the last minute intercession of Sir Frederick Weld, Governor

of the Straits Settlements, that prevented the sultanate from disappearing under the sway of either, but placed under direct British protection, an event which took place in the year of Salmon's visit.

BRUNI

In the year 1521 Magellan first saw Borneo. No other European had previously seen it. Three hundred years, or rather more, elapsed before any innovation was made. The English were then necessitated to interfere in certain differences at Sarawak, and to demand of the Sultan of Bruni that respect should be shown to the British flag. Some years since this town was visited by Rajah Brooke. On his arrival he found it a "Venice of hovels," as it has been called. It is the capital of Borneo Proper, situated up a river, ten miles from the sea. Most of the houses are built on piles, the remainder being



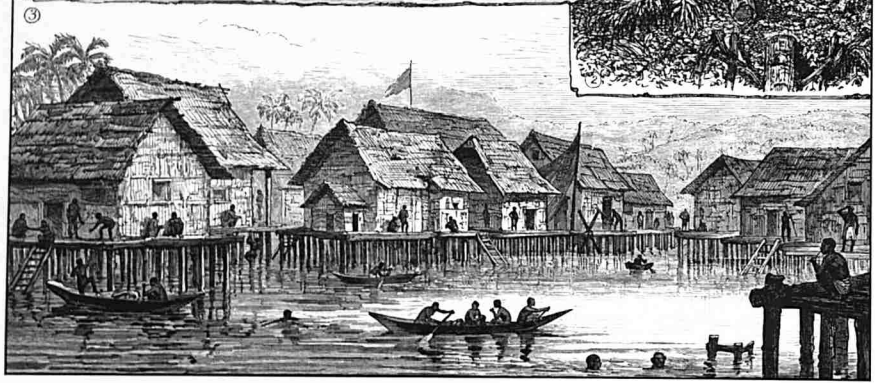
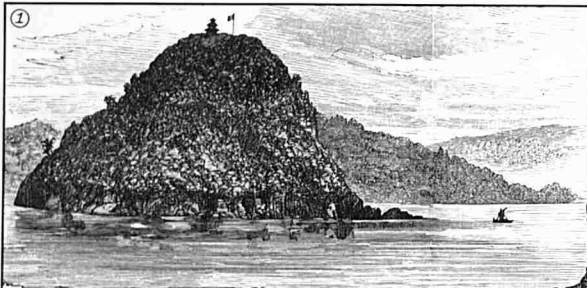
BRUNI, THE CAPITAL OF BORNEO PROPER

erected on the ground. At the back of these tenements the hills gradually rise, with the upas and other trees growing on them, as delineated in the Engraving. At a distance the locality is miserable to behold; but on a near approach the lively and busy aspect which usually pervades the town produces a very different impression. There being no shops in Bruni, bargaining in many sorts of articles is pursued in the little craft which lie off the town. Several Chinese junks navigate the river. Indeed, there is more commercial intercourse with China than with Europe. There are two streets in the town, intersecting each other, forming an irregular cross, and dividing it into four sections. The palace is large,

but as incommodious as the houses. Iron is so scarce as to be sufficiently valuable to be used as money. The lower orders of people wear a conical straw hat, with a very wide brim; and others are but slenderly clothed. The population (whose number is uncertain) chiefly consist of Malays, who indicate their citizenship by calling themselves Brunese. The Dyaks nearer the centre of the island are more barbarous than those residing on the coast, upon whom civilisation has produced its ameliorating effects. Borneo exports gold, diamonds, and antimony — the last being the most valuable. The Rajahs who preceded Sir James Brooke, perceiving the wealth which this metal would produce, com-

pelled the Dyaks to become their slaves in working the mines. This cruel policy led first to a dispute, and then to an insurrection. Rajah Brooke interceded and defended their cause. The cession of Sarawak was the result of the struggle. It is only recently that news has arrived thence of another affray of a serious character, in which the Rajah almost sacrificed his life, and suffered the loss of valuable property. It is to be hoped that our new Plenipotentiary to China will be enabled to allay existing differences, and place the principles of our intercourse with the Chinese upon an amicable basis.

I.L.N., 27 JUNE 1857



SKETCHES IN BORNEO

The British naval squadron on the China station, under the command of Vice-Admiral Sir Nowell Salmon, V.C., K.C.B., was cruising in March last off the coasts of Borneo. That large island, 850 miles long and 600 miles broad, situated in the Equatorial region, in the centre of the Malay Archipelago, having Sumatra and Java for its neighbours to the west and south, and the Philippines to the north-east, has not yet been thoroughly explored. Its northern parts, however, from Sarawak, where Sir

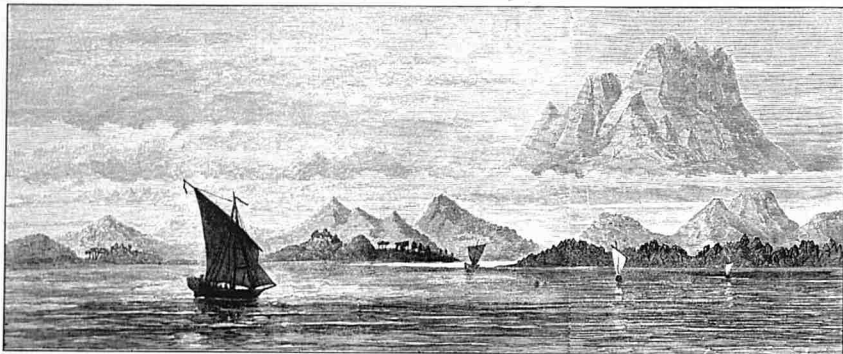
James Brooke, the first "Rajah Brooke," formed an English settlement forty or fifty years ago, when the Malay pirates were subdued by the aid of Admiral Keppel, to the small British colony of Labuan, established by our Government in 1847, and to the north-eastern peninsula, called Sabah, now occupied by the British North Borneo Company under their charter of 1881, with the ports and harbours of Sandakan, Kudat, Gaya Bay, and Ambong Bay — are tolerably familiar to our maritime trade. The ruling Malay race in the greater portion of this northern region, being Mohammedans, own the sovereignty of the Sultan

of Brunei, who in 1877 agreed, for a certain pecuniary revenue to be paid yearly, to grant the territories now occupied by the British North Borneo Company, and this arrangement was ratified by our Government four years afterwards, together with one of a similar nature which had been concluded with the Sultan of Sulu, on the eastern coast. The Dutch Government has formed settlements in the southern and western parts of Borneo, which are administered in connection with Java; but the interior, with its primitive tribes of natives, called Muruts, Dusuns, or Ida'an, chiefly of the Dyak race, is pretty much left to itself.



1. Light-house at the Entrance to the Sarawak River.
2. Coming down a Jungle Path in Borneo.
3. A Street in Brunei.
4. One of Rajah Brooke's Soldiers at Sarawak.
5. The Sultan of Brunei Receiving Vice-Admiral Sir Nowell Salmon and Officers of the Squadron.





KINI BALU. OR THE CHINESE WIDOW. 13000 FEET HIGH

The town of Brunei, where the Sultan resides, is situated at the head of the Gulf of Labuan, only thirty miles from the little island of Labuan, with its British official residents, and is regularly visited by steamers from Singapore. The inhabitants of the town, numbering 12,000, are Malays, with some Dyaks, and there are no Europeans living there. Our correspondent, the Rev. O'Donnell Ross Lewin, naval chaplain to H.M.S. Audacious, who has favoured us with Sketches of Borneo, describes Brunei as a town actually built in the water, the houses being erected on piles. It stands in the estuary of a river, and can be approached only by small vessels. The Sultan's palace is entered by a ladder. The Sultan is a stout old Malay, of a reddish-brown complexion. He wore a blue jacket, a very large girdle, with an ornamental crease stuck in it; a sarong or short gown, and white trousers. His velvet cap was worked with gold embroidery to

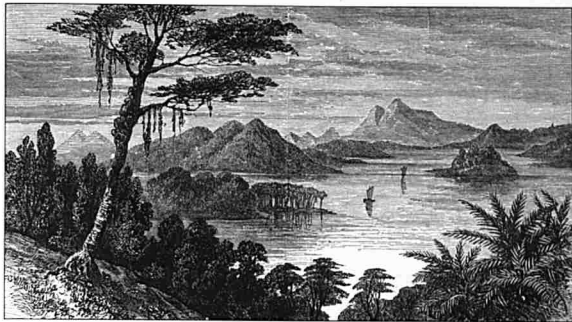
resemble a crown. His Prime Minister attended him. The Admiral was introduced by the Governor of Labuan, Mr. Hamilton. The English guests afterwards sat at a long table, and cigars of huge size were handed to them with very sweet coffee.

Sarawak is now governed by the nephew of the original Rajah Brooke (Sir James Brooke). It is the most prosperous State in Borneo, having a revenue in excess of expenditure. It appears to be well and wisely governed, and the Rajah's soldiers are well drilled. The old Malay cannon at Sarawak are very curious. One is double-barrelled; another has the figure of a man at the breech, and that of a dog at the muzzle. On the steep hill-sides the natives use notched tree-trunks to ascend and descend; and as some of these are often broken, and with no supports, walking down becomes rather risky, as it appears in one of the Sketches.

ILN, 13 OCTOBER 1888.

SKETCHES IN BORNEO

Borneo, the largest of the East Indian islands, and one of the largest islands in the world, is probably the "Greater Java" of Marco Polo. It has an area of 270,000 square miles, or more than three times the size of Great Britain. The southern part is mountainous; but the coast everywhere has in general a low wooded appearance. This country is much intersected by rivers. Its natural productions are rich and extensive, consisting of gold, diamonds, and other precious stones, cinnabar, antimony, coal, rattan, canes, gum and camphor, wax, birds' nests, bêche de mer, and sharks' fins, and rice is largely exported. The southern and the greater portion of the eastern coast are under Dutch jurisdiction; but the rest, with the exception of the State of Sarawak, well known in connection with Rajah Brooke, is independent, under the nominal pro-



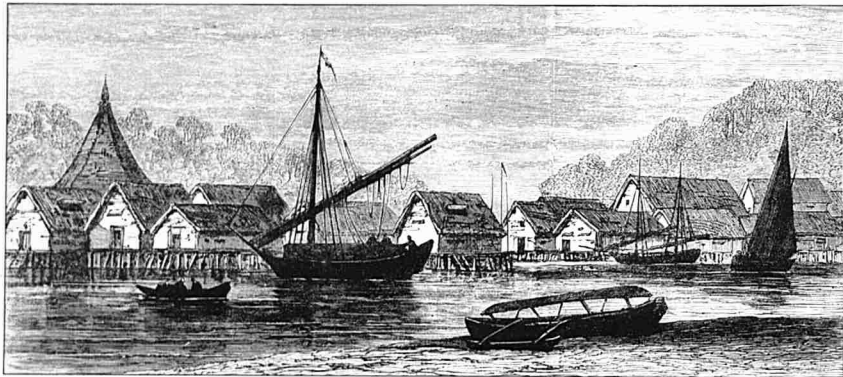
KIMANIS RIVER, NEAR LABUAN ISLAND



GAYA BAY

tection of Great Britain. The island of Labuan, with its extensive coal-mines, has been since 1846 a British colony, and promises to become an important coaling station for all vessels navigating the Eastern seas. It has a well-sheltered harbour, Port Victoria, on the shores of which lie the town and Government offices. On the adjacent mainland lies Brunei, the capital town and residence of the Sultan of Borneo. It is situated some miles up the river of the same name, the houses being all built in the river on piles. This peculiarity has caused this town to be likened to Venice, but the houses are all of bamboo and rattan, with palm-leaf roofs, called "attaps," so it little deserves this name or comparison. The Brunei river is rather difficult of entrance, owing to a sunken stone barrier, formed by the natives in other days, which has caused a bar; but once inside, the river is easy, and vessels can anchor off the town, literally in the main street. At the mouth of this river are some unworked coal-seams, which there seems no reason to doubt would be as good as those on the adjacent island of Labuan. On the north-west coast are some good harbours, the best of them being Gaya Bay. This, indeed, forms a magnificent harbour, with fertile shores, only cultivated at present by a few scattered Malays. Here vessels of all sizes could lie in perfect safety, secure from all winds; and the level shores would be convenient for a township. Lying in the direct route of vessels proceeding from Singapore to China, in the north-west monsoon, by the Palawan route, it would afford a convenient stopping place to refit, or to fill up with coal, water, or stores. To the northward the land is low and wooded, with small undulating hills towards the interior; but with one solitary exception, the fine mountain called by the natives "Kini Balu," or the Chinese Widow. Rising to a height of 13,680 ft., it towers over the surrounding land, and can be seen from a great distance. We have to thank Captain the Hon. Foley C.P. Vereker, R.N., for a series of Sketches of Borneo, three of which appear in this week's publication.

The grant of the Royal Charter of Incorporation to the British North Borneo Company was formally



THE TOWNS OF BRUNEI

notified in the *London Gazette* of Tuesday week. The Directors of this Company are Mr. Alfred Dent, a well-known Hong-Kong merchant; Sir Rutherford Alcock, K.C.B., formerly her Majesty's Envoy to Japan and China, and Chief Superintendent of the Chinese trade; Mr. R.B. Martin, Admiral R.C. Mayne, and Mr. W.M. Read. It may be remembered that an influential meeting was held in March, 1879, at the Westminster Palace Hotel — Sir Rutherford Alcock in the chair — to discuss the recent cession, by the Sultans of Brunei and Sulu, of a large territory in the north of Borneo to an association of British capitalists. This territory, which includes the whole region around Kini Balu, has a coast-line of 500 miles, being bounded by the sea on three sides, comprising Gaya Bay, Sandakan,

and other harbours, the best of Borneo, nearly midway between Singapore and Hong-Kong. It is evidently a position of great commercial importance, and it appears that the Spanish Government, which has some exclusive stipulations with the Sultan of the Sulu Archipelago, is disposed to object to the cession of his territorial claims in Borneo to the British Company. The rights of the Sultan of Sulu, however, may prove not to be worth very much; though he has agreed to receive from the Company an annual payment, less than the payment to the Sultan of Brunei, for the cession negotiated by Mr. Dent. It is to be hoped that no serious dispute will arise either with Spain or with the native rulers in that part of the world.

H.N., 19 NOVEMBER 1881

SKETCHES IN BORNEO

In addition to those already published, three more Sketches by Commander the Hon. Foley C.P. Vereker, R.N., representing scenes in North Borneo, appear in this week's impression. The town of Brunei, the capital of the Malay Sultan who reigns over the greater part of North Borneo, is situated fourteen miles up the Brunei river, which here expands into a lake, with many islands, or rather mud-banks. The houses, constructed of wood, bamboo, and thatch of "attap" or palm-leaf, are raised upon frames supported by piles in the water, so that the only communication is by means of boats and canoes, the population is estimated at 30,000. On the seacoast, nearly opposite the mouth of this

A VILLAGE IN NORTH BORNEO

FISHING FOR TREPANG,
OR SEA-SLUG

river, across the bay into which it flows, is the small British island of Labuan, which was purchased of the Sultan by our Government in 1846, and is ruled by a Governor, Mr. C.C. Lees, appointed by the Colonial Office. It has some trade with the neighbouring districts of Borneo and the isles of the Sulu archipelago, and some manufactories of sago flour. On the north-west coast of Borneo is the territory of Sarawak, governed by Mr. C.J. Brooke, nephew to the late Rajah, Sir James Brooke, to whom it was granted many years ago by the Sultan of Brunei, with the assent of the Malay native chiefs of the country. The much larger territory recently acquired by the British North Borneo Company, which has obtained a Royal Charter of Incorporation, is situated in the opposite direction, north-east of the Malay capital. The coast of this ceded territory, extending from Kimanis Bay and Gaya Bay, all round the northernmost promontory, and Malludu or Marudu Bay, and thence down the east coast to Sandakan harbour, affords very great facilities for maritime commerce. It is about half-way between Singapore and Hong-Kong. In the neighbourhood of Sandakan, which has a most commodious harbour, the Admiralty surveying-vessel Flying Fish has lately been making researches and explorations. Off the coast are the fertile islands of Gagayan Sulu, which are still but thinly inhabited, and with little trade; the chief articles of commerce being sharks' fins, and beche de mer trepang, or sea slug. This is collected in large quantities on the reefs, and, having been dried in the sun, is exported to China, where it is largely in demand. A few pearls are also collected at times by the Malays; but there is no organised pearl fishery nearer Borneo than Sulu, where great quantities are obtained and sent to Singapore. It is thought this trade might be diverted to Gaya Bay, which lies on the direct route to Singapore. The camphor-tree of Borneo differs from that of Japan in having oval sharp-pointed leaves and large tulip-like flowers, and the produce is preferred to the camphor of Sumatra, which it resembles. Borneo is inhabited by several tribes of natives, with different customs and habits. The northern

part is peopled with Malays, who live in well-kept villages, usually surrounded by patches of cultivation. Their houses are of bamboo and "attap," all built on piles and raised a few feet from the ground, the floors made of neatly-split bamboo, with the rounded edge inside. But ventilation is badly looked after, being only given through narrow slits and through a few shutter-like contrivances, which are propped up in fine weather. Fowls and ducks wander at liberty through the villages, but pigs and cattle are seldom or never seen. The usual dress of the men is, during working hours, a pair of drawers, fitting tightly at the knee, and an embroidered cap; but in full dress, or after work, they wear a loose jacket or "baju," and a species of kilt of coloured calico, red, yellow, blue and green, called a "sarong," is also worn, into the rolled-up waistband of which is stuck one or more kris or dirks, which are an invariable accompaniment of a full-dressed Malay. The dress of the females is much the same, but they wear a larger sarong, gathered tightly over the bosoms and under the armpits, thence falling in graceful folds to the knee. The hair is gathered into a tight knot behind, and forms a chignon of a pointed shape. They perform most of the menial work, the chief of which is that of pounding rice in a large wooden mortar with a heavy wooden pole. Two women usually work together at this, each pounding alternately. When at leisure the men lay lounging in their small verandahs, gossiping or smoking opium and a light kind of tobacco, which they cultivate in small quantities. The Dyaks, who in bygone days had an evil reputation for their head-hunting propensities, are now quiet and orderly. The Dyak women perform more outdoor work than the Malays, and dress in a much more primitive fashion, a short skirt or petticoat, richly ornamented with brass wire, being usually their sole garment. They carry heavy weights on their backs in a basket, with a small fillet over the forehead as a support; but their figures are upright and strikingly handsome, while their faces are often pretty.

ILN, 10 DECEMBER 1881

When the British North Borneo Company acquired its charter and established control over its new domains, these did not form an integral whole but were intersected by numerous river-valley enclaves still in the possession of various Brunei pangeran. Apart from looking untidy on the map, these enclaves were a nuisance as well, for they formed ideal sanctuaries for the Company's opponents and refugees from its law. However, it did not prove too difficult to acquire these properties since their owners were invariably debt-ridden and needed the ready cash which the Company could offer by way of compensation, although it was not till 1903 that the last of these valleys was bought over by the Company. The extension of the Company's domains further enraged Charles Brooke who had been enraged from the outset by the fact of the Company's formation, and every concession made by Brunei to Jesselton resulted in a demand by Kuching for a compensatory concession. In that way Brunei lost some of its choicest territory close to its heartland at the turn of the century, and as we have seen, was only saved from absorption and extinction by the intervention of the Governor of the Straits Settlements. Nor was the extension of the Company's rule particularly welcome to the population concerned. The first twenty years of the Company's administration were punctuated by sporadic resistance and revolt, the largest of which, the Mat Salleh Rebellion, was serious enough to be brought to the attention of the ILN's readers (see p. 93).

BRITISH NORTH BORNEO

(Communicated by the Hon. Ralph Abercromby.)

The public were startled about six years ago, by the news that the British Government had granted a charter giving large powers to a Company which had acquired, by treaty and by purchase, sovereign rights in North Borneo. Since then, the newspapers have reported, from time to time, the existence of valuable timber, and of rich tobacco-growing soil, in the territory of the British North Borneo Company; and quite recently the existence of gold-bearing deposits in the valley of the Segama river.



SANDAKAN, FROM
GOVERNMENT HOUSE

Rumours have also reached England of a tension of relations between the new Company and the older established rule of the English Rajah of Sarawak; and questions have been asked in Parliament as to the position of North Borneo in regard to the decaying British Imperial settlement of Labuan. Our readers will, therefore, be interested by a few notes of a visit to the Company's dominion, showing how British energy and enterprise have transformed a jungle-covered country, whose forests were infested by ruthless head-hunters, and whose coasts were ravaged by remorseless pirates, into a law-abiding territory, where life and property are as safe as in England, and where planting, wood-cutting, and gold-digging have replaced the primitive industries of the jungle tribes.

We have selected our Illustrations from the most interesting scenes and characteristic features of North Borneo, as they appear in photographs taken in that country. The shores of Sandakan Bay were covered only a few years ago by dense jungle; but now the town of that name has sprung up, with a frontage of nearly a mile and a half to the sea. The View of Sandakan shows the southern bay as seen from Government House. In the foreground are the garden trees; beyond them the stakes, rising out of the sea, mark the limits of the timber ponds; and, further off, are the houses of the bazaar, and the pier running out beyond the extreme right of the view. To the extreme left are the roofs of the Government offices, of the Chinese Hotel, and of other large buildings. Beyond these is another bay, larger

than this one, where the native quarter and police barracks are situated. The harbour is very good, and the climate so healthy that Sandakan is manifestly destined to be an important town in the future. We present a separate view of Government House, where the evidence of refinement is due to the civilising influence of Mrs. Treacher, the Governor's wife.

A contrast to these new buildings is the pile dwelling, which shows the old style of native Borneo house. This is the residence of a chief in Sandakan Bay, who, so far as his habitation is concerned, is in the same stage of civilisation as our own pre-historic ancestors who lived in the "crannogs" of Western Europe.

Another View is that of a tobacco plantation,

which has been cleared out of the jungle. The large, curious-looking tree, a little to the left of the centre, is the celebrated "bilian," or iron wood. This is a source of considerable wealth to the company, for the timber has the rare property of resisting the attacks of the destructive teredo that infests the Eastern seas; and it is invaluable for wharves that have to stand in salt water.

Lovers of natural history will be much interested in the photographs of the celebrated edible bird's-nest caves of Gomanton. After a long tramp through dense jungle, the traveller unexpectedly comes on a great hole in the side of a mountain, and then, passing round the bushes, suddenly finds himself in a great vaulted chamber, 450 ft. high, which is depicted in our Illustration. The cave is inhabited by hundreds of thousands of small swifts, and by hundreds of thousands of bats. These live a "Box and Cox" sort of life; the bats swarm out by myriads at dusk, and as soon as they are nearly cleared out, the swifts begin to return to the cave in countless numbers. At daybreak the bats return to their dark crevices, while the swifts come forth to enjoy the sunlight. The edible nests are built by the swifts, and the birds are robbed by the Boodooopies, a jungle tribe who live at certain seasons in the cave, in their houses built on piles. A bird's nest suggests to an Englishman the idea of a mixture of moss, mud, and feathers; but an edible nest is a delicate fabric, built like a small bracket against the sides of the cave, and formed of the glutinous saliva of the swift. A good nest is entirely made up of opaque white threads, rather thicker than very coarse vermicelli, and contains neither dirt nor feathers. They are so highly relished by Chinese epicures that the best quality fetch £3 a pound in Sandakan, and not less than £10 a pound in Hong-Kong. The royalty paid by the jungle tribes for the collection of nests forms an important item in the revenue of the Company.

There is nothing in which the North Borneo Company has been more successful than its native policy; for an Englishman can go all through the territory without molestation. This is greatly due to the firm but conciliatory rule of Governor



GOVERNMENT
HOUSE, SANDAKAN

Teacher. It is an old proverb "to set a thief to catch a thief"; and a reformed poacher makes the best gamekeeper. So the Company have enlisted some of the lawless Dyaks into their service. One Illustration represents a group of Dyaks in their native war-paint. The principal figure in the foreground was a notable head-hunter in former days, but has now been transformed under ordinary circumstances into a policeman dressed in European clothes, who patrols the streets of Sandakan.

So much has been written about the relationship between men and apes, that we were particularly anxious to see the great orang-outang in his native home; and marching through the jungle to the nest-caves, we were fortunate enough to see and to secure two apes. The world of the jungles of Borneo is built in two storeys. The bright and beautiful upper storey is on the tree tops, where splendid orchids court the sunshine, and numerous brilliant birds flit among the branches. Here the great apes live, feeding on mangoes and durrian, swinging them-

selves by their great arms from tree to tree. The forest is so dense and continuous that they need rarely come down to the earth, but travel for miles overhead among the branches. The ground floor is a damp and gloomy world, where a ray of sunshine hardly penetrates, for a tangle of monotonous green jungle, growing straight up, shuts out the light, and swarming with blood-sucking leeches, is sparsely inhabited by men, and pigs, and deer, by the elephant, the wild ox, and the rhinoceros. We give a portrait of the largest male orang; it shows very well the enormous size of his arms, compared with his legs, and his short, paunchy body. The expression and attitude do not, however, do him justice. He was just killed, and had not become stiff; and his jaw had fallen, like that of a dead man. So we had to put a prop under one shoulder, and tie an arm to a tree, while Mr. Cooke, who had shot him, supported the back of his neck. The mouth had to be tied up, with a stone inside, to make any thing of a photograph of him, and Dr. Walker held the

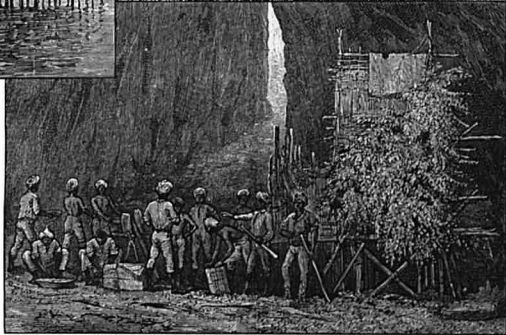
other arm. This makes the animal look mis-shapen; but, even at his best, he did not seem to be so human as had been expected. The lightly-clad figure to the left is a portrait of the Sooloo guide.

ILN, 1 OCTOBER 1887

EDIBLE
BIRDS-NEST CAVE
- EXTERIOR

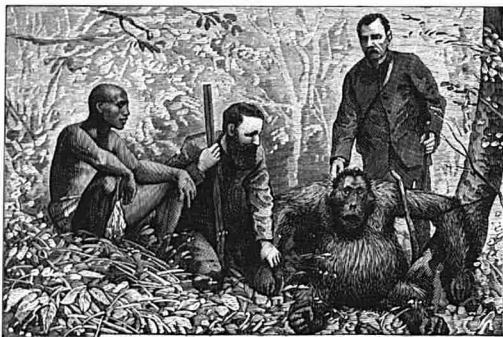


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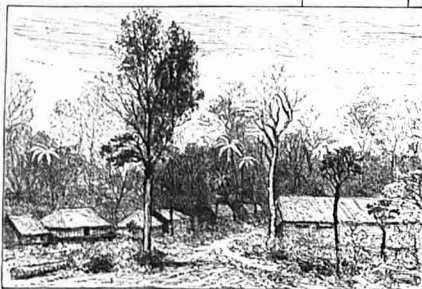


EDIBLE BIRDS-NEST CAVE - INTERIOR

At the end of the century, British North Borneo seemed set to justify the high expectations aroused by the Company within the first two decades of its existence. The fables of its mineral wealth were quickly dissipated despite a mini-gold rush on the Segama River, but the Company found solvency in tobacco which became the colony's first major export — only to collapse early in the twentieth century. More important proved to be the rise of the timber industry, started by chance by an Australian sugar-planter, which made Sandakan into one of the world's leading timber ports. Of the other crops mentioned in the report on planting, rubber was destined to replace tobacco as a staple crop, while abaca (Manila hemp), which was monopolized by the Japanese, and coffee acquired some importance. The pepper and the pineapples remained marginal items.



THE HOME OF THE
ORANG-UTAN



TOBACCO PLANTATION AND BILIAN TREE



HEAD-HUNTING
DYAKS

PLANTING IN BRITISH NORTH BORNEO

The last British consular report from British North Borneo describes the progress which is being made there in the introduction of new plants. Last year pepper appeared for the first time among the exports, and much is expected in future from it. It is a remunerative crop, and is rapidly extending in the Bundoo district, where there is such a large infusion of Chinese blood that the people may almost be said to belong to that thriving and industrious race. In the neighbourhood of Sandakan Bay a British company is planting Manila hemp and pineapples for the fibre. The same company is also proceeding with the cultivation of Liberian coffee and pepper, and coffee estates are being laid out elsewhere. It is purposed shortly to give attention to indiarubber and rattans. Both of these plants are indigenous, growing wild in the forests, so that there can be no doubt of the suitability of the country for their production, while, owing to their growing under natural forest shade, their cultivation will not be attended with the expenses incident to the opening and maintenance of ordinary estates. During 1887 applications for 278,335 acres of land were received by the Commissioner of Lands, 218,000 by Dutch and about 60,000 acres by English planters or companies.

ILLN. 3 NOVEMBER 1888



BARRACKS AT SANDAKAN, THE CAPITAL OF BRITISH NORTH BORNEO

THE RISING IN NORTH BORNEO

The latest disturbance in territory which acknowledges the British flag is reported from Borneo, from the district commonly known as British North Borneo, but more correctly to be described as the independent State of North Borneo, maintained under the protectorate of England and administered by the British North Borneo Company, with the directors of which rests the appointment of the governor of the country. It seems that the disaffected leader, Mat Sulleh, who has lately been

giving a good deal of trouble to the authorities, led a force of some sixty or more of his rebel followers against the trading station of Ambong, situated on the coast. It will be remembered that this troublesome Borneo adventurer not very long since made a daring attack upon the town of Gaya, another seaboard station of importance. On the occasion, however, he fled inland before the force told off by the British North Borneo Company to punish his insurrection. For a time but little was heard of Mat Sulleh. It was known that he was still at work

stirring up sedition, but the authorities had no reason to fear any seriously organised rebellion among the natives. Early on the morning of Nov. 13, however, Mat Sulleh made his reappearance on the coast at the head of a force numbering about three-score men, and made a most determined attack upon the town of Ambong, some distance north of the scene of his last escapade. The garrison in the town consisted of but two officers and three men of the North Borneo Company's police, but these five soldiers made a splendid stand, though out-

numbered by more than ten to one, and held the position against the insurgents for some time. At last, however, even the true British pluck evinced by this handful of men was of no further avail for the reason that their ammunition gave out, and they were obliged to beat a retreat, still in the night attire in which the enemy's sudden attack had found them. Mat Salleh and his rabble thereupon proceeded to fire the British Residency, a new building, and its surrounding cluster of houses, and after doing other damage to the settlement retired into the jungle. A punitive expedition of North Borneo Police had been despatched from Sandakan in pursuit of the turbulent Mat Salleh, and by the time these lines appear his insolence will probably have found its reward, unless he succeeds in evading his pursuers awhile through superior knowledge of the mountain fastnesses of the country.

H.N., 20 NOVEMBER 1897.

The hope that 'by the time these lines appear', 'the insolence' of the 'turbulent Mat Salleh' 'would have found its reward' was not to be realized for another four years when he finally was killed by a stray bullet whilst defending his redoubt at Tambunan. Mat Salleh, 'a tall, thin, pock-marked man of mixed Bajau and Sulu parentage', married to a relative of the Sultan of Sulu (a woman credited with occult powers) is now a national (Malaysian) hero; after the attack on

Ambong recorded on this page, he withdrew to his formidable fort with its two-feet thick walls which had taken two years to build at Ranau at the foot of Mount Kinabalu. This fort was stormed at a cost of 22 lives at the end of the year, but Mat Salleh escaped. The Company, under the direction of Couët, now decided to cut costs by coming to a peaceful bargain with the rebel; in return for abandoning his marauding ways, Mat Salleh was to be allowed to settle unmolested in the Tambunan Valley. The Valley was not the Company's to offer, since they had never occupied it, and this handsome treatment of an outlaw scandalized half the Company's officials, who resigned in protest. In any case, the bargain did not work. Mat Salleh built himself a still stronger network of forts in the Tambunan Valley, terrorized the local inhabitants and defied the Company. After his death and that of three hundred of his supporters at Tambunan in 1900, his principal lieutenants carried on the struggle: it took another three years before the last of them was captured, and subsequently executed.

HOLLAND

The incorporation of the British North Borneo Company was discussed at the meeting of the Parliament on Saturday. The members of the bureaux did not insist upon the Government taking up the question, but it was pointed out by the Minister of the Colonies that it would be now desirable to establish an exact line of demarcation

between the English and Dutch possessions in Borneo. A protest against the virtual British occupation of North Borneo was on Monday raised in the Second Chamber. The debate on the subject was continued on Tuesday. M. Van Rochussen, Foreign Minister, explained that he had received assurances from the English Government that there was no question of proclaiming British sovereignty there. The statutes of the British North Borneo Company contained nothing that could justly prevent the granting of a charter.

H.N., 10 DECEMBER 1881

The obvious extension of British interests in Borneo, implicit in the establishment of the Company, evoked protests from Spain, Holland and the USA and aroused concern in Germany which had a large stake in the Sulu trade. The Spanish protest rested on their very recent conquest of the Sulu sultanate (completed barely a month after the Sultan had signed away the concession to Overbeck and Dent), and although this was formally settled by the Protocol of 1885 (to which Germany was also a signatory), it formed the basis of the twentieth century Philippines claim to Sabah. The Dutch case turned on the Anglo-Dutch Treaty of 1824 and was met by negotiations and an agreement demarcating the common Bornean border in 1912. The US protest, made formally to Sultan Mumim of Brunei, was so flimsy that it was never followed up.

4 Of Flora and Fauna

THE OURANG-OUTANG

THE CHIMPANZEE



THE CHIMPANZEE AND THE OURANG-OUTANG AT THE ZOOLOGICAL SOCIETY'S GARDENS, REGENT'S PARK

THE OURANG AND CHIMPANZEE IN THE ZOOLOGICAL SOCIETY'S GARDENS

The new monkey-house lately erected by the Zoological Society in their gardens in Regent's Park now contains specimens of both of the best known species of apes usually called "Anthropoid," from their resemblance to mankind. These are the orang (*Simia satyrus* of naturalists) and the chimpanzee (*Troglodytes niger*), portraits of which, as they are now exhibited together in one compartment of the

society's monkey-house, we give in our present Impression.

The orang is a young female about four years old, as near as can be guessed. It was received from Borneo in May last, and has thriven well during the six months it has been in the society's possession. In its native state the orang is only found in Borneo and certain parts of Sumatra, inhabiting the low, flat plains of these islands, where the forests are densest and most sombre. Those of our readers who are interested in the habits of this ape in its native wilds should consult Mr. Wallace's article on this subject in the *Annals of Natural History* for 1856,

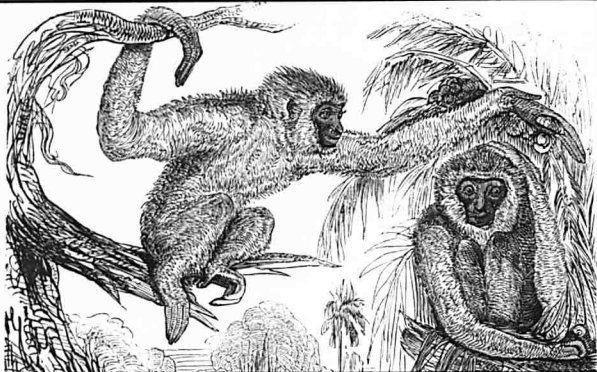
where ample details, derived from this naturalist's personal experience, will be found.

The chimpanzee, also a young female, probably not so far advanced in years as her companion the orang, was brought into Liverpool by the last mail steamer from the West Coast of Africa, and there purchased for the society by the superintendent of the gardens, who was dispatched to secure the prize upon its arrival. We noticed last week an erroneous statement which has been going the round of the papers respecting the death of this animal. It is alive and well.

ILLN, 3 DECEMBER 1864.

THE "WOU-WOU," OR SILVERY GIBBONS

In any analysis of the topics to which the editors of the *ILN* allocated space in their columns, as far as Borneo was concerned flora and fauna clearly emerge as the most favoured. This great interest in the wild life of Borneo is entirely understandable. The main purpose, of course, of sailing East in cramped and uncomfortable vessels was to promote trade — to find markets for British goods, and to discover new materials offering the possibility of commercial exploitation. So every sea-captain was a naturalist, every administrator a botanist or animal-collector. The accounts of people like Stamford Raffles, John Crawfurd and John Anderson abound with detailed and precise observations (and illustrations) of the natural life of the regions they served in. In this respect Borneo had a lot to offer. Indeed the island is a naturalist's paradise with species of plant and animal not found elsewhere. While the 'White Rajahs' were more preoccupied with handling their unruly subjects, their lieutenants were avid explorers and reporters of the natural scene. Hugh Low, who served under Brooke in Labuan, was the first European to ascend Mount Kinabalu, and his friend Spenser St. John, who later became British Consul-General in Borneo, the first to go up the length of the Limbang. Later, professionals took their place — like Hornaday, Everett, Hutton and, above all, Alfred Wallace whose seminal *The Malay Archipelago* was largely based on two years spent in Sarawak. Their observations and discoveries, and specimens sent back to England, were a source of great scientific interest, the fruits of which were to be seen in such spectacular breakthroughs as the development of the rubber planting industry, and in many humbler ways as well. For members of the general public, the monkeys and wild cats of the jungle, the extraordinary birds and their plumage, the strange and very beautiful flowers and fruits which found their way, natural or preserved, into the frequent exhibitions of colonial produce and exotica, were a source of endless fascination in an age when there was no television to jade curiosity or pall the appetite. The various excerpts from the *ILN* which follow speak for themselves.



THE "WOU-WOU," OR SILVERY GIBBONS

The figure of these very rare and curious creatures, which have just come into the possession of Mr. Warwick, will form an appropriate pendant to the sketch of the Galago we gave in a previous number from the same gentleman's collection. They are exciting considerable interest in the scientific world as the first living specimens that have arrived in this country.

The Gibbons form a genus of *Simiadae*, ranking next to the Orang-Outangs in the development of human-like characteristics; and consequently occupying the second place in the arrangement of animal creation. Their habits are, however, exclusively arboreal, for which their muscular force of the anterior extremities, and the prehensile power which the long fingers and nearly opposable thumbs possess, eminently qualifying them for a

life among the trees. They are commonly found in mountain districts, but do not ascend higher than the range of the fig-tree forests. They live together in little troops in the tops of the trees, never coming down to the ground, but traversing the dense woods by springing from tree to tree.

The "Wou-Wou" or "Moloch," as it has been called by some naturalists (*Hylobates leuciscus Kuhl*), is a native of Malacca. It derives its specific name from its peculiar cry, which is a guttural scream resembling, according to the natives, the sound "wou-wou;" it is very loud, and may be often heard resounding at vast distances through the mighty forests of the Gibbons' wild and solitary territories.

The pair we are describing, seldom utter this cry, but frequently emit a low plaintive whine, extremely touching and interesting. They are quite gentle and timid, but are easily irritated by depriving them of any thing they may have taken a fancy to. Their diet is composed of lettuces, potatoes, bread,

oranges, apples, &c.; they will drink milk, tea, or chocolate, but no beer or fermented liquors, being in this respect of far more temperate habits than the Chimpanzees or Orang-Outangs. They are seen to the greatest advantage when amusing themselves among the ropes with which their apartment is furnished — their long arms and extreme tenacity of grasp enabling them to spring from one cord to the other with surprising confidence, and with almost bird-like velocity. They bear a close affinity to the Ungka-puti, a specimen of which was exhibited in London some time since; but they are far more interesting, as being male and female, which gives the observer a better opportunity of becoming acquainted with their natural habits.

ILN, 5 JULY 1845



THE GUTTA PERCHA PLANT

GUTTA PERCHA

This substance is of recent introduction to England, and was first brought under the notice of the Society of Arts in the autumn of 1843. The history of its discovery is thus given by Dr. Montgomerie:—"While at Singapore, in 1842, I on one occasion observed in the hands of a Malayan woodsman, the handle of a *parang* made of a substance which appeared quite new to me. My curiosity was excited, and, on inquiry I found it was made of the Gutta Percha, and that it could be moulded into any form, by simply dipping it into boiling water until it was heated throughout, when it became plastic as clay, and when cold, regained, unchanged, its original hardness and rigidity. I immediately possessed myself of the article, and desired the man to fetch me as much more of it as he could get. On making some experiments with it, I at once discovered that, if procurable in large quantities, it would become extensively useful." The discovery was communicated to the Medical Board of Calcutta, and subsequently to the Society of Arts in London.

Sir W. J. Hooker states the tree from which Gutta Percha is procured, to belong to the natural order *sapotaceæ*, found in abundance in the island of

Singapore, and in some dense forests at the extremity of the Malayan peninsula. Mr. Brooke reports the tree to be called *Niato* by the Sarawak people, but they are not acquainted with the properties of the sap; it attains a considerable size, even as large as six feet in diameter; is plentiful in Sarawak, and most probably, all over the island of Borneo. The tree is stated to be one of the largest in the forests in which it is found. The timber is too loose and open for building purposes; but the tree bears a fruit which yields a concrete oil, used for food.

Gutta Percha is contained in the sap and milky juice, which quickly coagulates on exposure to the air; from twenty to thirty pounds being the average produce of one tree. For collecting the sap, the trees are felled, barked, and left dry, and useless, so great is the demand for the Gutta, the importation of which already reaches many hundred tons annually. Hence the forests will soon be cleared of the Gutta trees; whereas, it is believed that a constant and moderate supply might be secured by incisions in the bark, as in the case of Caoutchouc.

The Gutta is received in scraps, or in rolls of thin layers. It is first freed from impurities by deviling or kneading in hot water, when it is left soft and plastic, and of a whitish grey colour.

When thus prepared, the Gutta has many curious properties. Below the temperature of 50 degrees, it is as hard as wood, but it will soon receive an indentation from the finger-nail. When softened in hot water, it may easily be cut and moulded; and it will harden, as it cools, to its former rigidity; and it may be softened and hardened any number of times without injury to the material. Unlike caoutchouc, it has little elasticity; but, it has such tenacity, that a slip, one-eighth of an inch substance, sustained 42lb. weight, and only broke with a pressure of 56lb. When drawn out, it remains without contracting.

In solution, Gutta Percha is applied, like caoutchouc, for waterproofing cloth. It is likewise used for numerous purposes for which leather is used; in mastics and cements, &c. In short, it promises to become as important an article of commerce as caoutchouc itself.

The name is a pure Malayan one; *gutta* meaning the gum, or concrete juice of a plant, and *percha* the particular tree from which this is procured. The *ch* is not pronounced hard like a *k*, but like the *ch* in the English name of the fish perch. It has been suggested to Dr. Montgomerie, that the Gutta Percha would be found useful in stopping decayed teeth.

ILN, 30 OCTOBER 1847

Gutta percha was one of the few local products to appear as a novelty on the international market in the nineteenth century. However, although it possesses the remarkable qualities alluded to here, and found application in such varied ways as in the manufacture of surgical apparatus, golf balls and dental fillings, it never made the big league, and has remained a jungle product carried to the local market and retailed to the inevitable (Chinese) middleman. Nevertheless, for many years in the nineteenth century, Kuching was the principal port through which this product found its way to the West.

The 'Wou-Wou' or 'silvery gibbon' is usually referred to nowadays as wak-wak, to give it its onomatopoeic Malay name, or the 'white-handed gibbon' in nature society circles. It still flourishes.

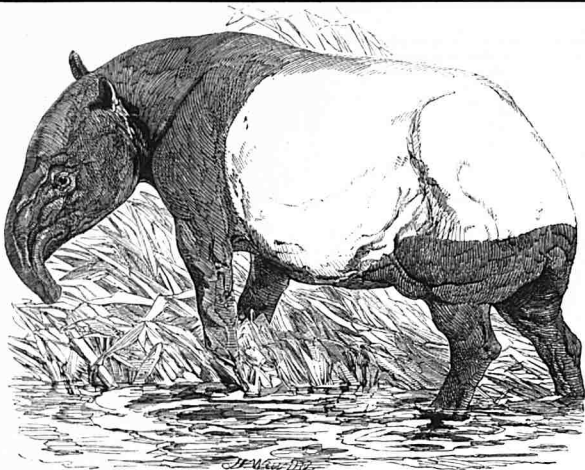
MALAYAN TAPIR IN THE GARDENS OF THE ZOOLOGICAL SOCIETY, REGENT'S PARK

The list of additions to the menagerie, which is now issued monthly to the Fellows of the Zoological Society, is not only a most convenient and instructive arrangement for their benefit, but a most irrefragable proof of the energy and success with which that establishment is conducted. In looking over the lists which were circulated in April and the present month, we find that the novelties which have been obtained since the close of 1850 are so numerous, that they would in themselves alone form a collection sufficient to repay one for a morning spent among them.

At this particular period, when all the world is crowding to our shores, it is fortunate for the Zoological Society that their delightful garden has reached a degree of beauty and reputation which has never been exceeded either in its own history, or by any of the kindred institutions on the Continent. There is no doubt that a most brilliant season will reward the managers for the spirited improvements which they have effected, and afford fresh sinews for still further progress when the excitement of the World's Fair has faded into the past.

The first musical performance of the Life Guards, on Saturday week, attracted a numerous muster of Fellows and visitors, notwithstanding the unfavourable circumstance of a May shower; and we then took an opportunity of looking at most of the novelties to which we have alluded. Among them we discovered the subject of our Illustration, which is, in every respect (after the Elephant calf), the most interesting among them.

The *Saladang Gindol Tenuu*, or Malayan Tapir (*Tapirus Malayanus*), much exceeds the American tapir in size, and is peculiarly remarkable in respect to colour. It is a native of Sumatra, and some of the other islands of the Indian Archipelago, as well as of the Malayan peninsula. The above specimen was obtained from the latter locality, having been captured at the foot of Mount Ophir about the end



MALAYAN TAPIR, IN THE MENAGERIE OF THE ZOOLOGICAL SOCIETY, REGENT'S PARK

of last summer, in company with another in the menagerie, which has been obtained for the Society by John Dunbar, Esq., of the Sudder Court, Calcutta.

The Malayan tapir first became known to Sir Stamford Raffles in 1805, a living specimen having been sent to Sir George Leith when Governor of Penang. It was afterwards observed by Major Farquhar, in the vicinity of Malacca. A drawing and description of it was communicated by him to the Asiatic Society, in 1816; and a living subject

was afterwards sent to the menagerie at Barrackpore, from Bencoolen. Sir Stamford Raffles presented the first specimen which reached England to the Zoological Society, on his return from Sumatra, but it did not long survive its arrival.

The present animal is said to be about two years old, and although of large size, is still considerably short of its mature stature, which Sir Stamford Raffles describes as equalling the buffalo in body.

Although differing in many essential characters from the Tapir of America, the Malayan Tapir re-

sembles it in the spotted colouration of the young, which, however, disappears at a much earlier period than in that species.

The Tapir of the Old World is particularly interesting to palaeontologists as the nearest existing form to the palaeotherium; and it would almost seem as if the restoration of that extinct form in Professor Owen's admirably illustrated work on British Fossil Mammalia had been sketched from the subject now in the Gardens, instead of being constructed from the accurate reasoning upon osteological data for which he is so celebrated.

H.N. 24 MAY 1851

Hunting was a popular occupation in Borneo, but full of traps for the unwary as the following goes to show: "After feeding off a handful of dried prawns and some rice, I said, aloud, "Ah! to-morrow we shall have a deer's flesh to eat." My Dyaks' countenances immediately grew long and serious, and I at once guessed the reason. I had said something contrary to custom. To name even the word deer when searching for one is *mali* or *tabooed*, and now they thought it was useless my going to look for them any more. I smiled my mistake away, and told the old gentleman with me that my dreams were sometimes of a contrary nature to theirs, consequently my conversation differed a little also. They are most superstitious people, for they listen to omens religiously, whenever on a hunting or fishing excursion, and never name the animal, for fear the spirits should carry information to the object of pursuit."

JAMES BROOKE, *Journals*

THE TREE KANGAROO AND BLACK LEOPARD

Specimens of these rare and highly interesting animals have just been added to the Menagerie of the Zoological Society, in the Regent's Park, through the kindness of Lieutenant-Colonel Butterworth, Governor of Singapore, by whom they have been presented to the Society.

The Tree Kangaroo (*Dendrolagus mustus*) we have figured is the first that has arrived in Europe alive. Its habits &c., are perfectly unknown, and it is hoped that the specimen now here may live, so that its manners may be better observed. Its general appearance much assimilates to the common Kangaroo, having many of that animal's peculiarities. We find the upper lip slit; the claw of the inner toe (hind foot) double, as in the Kangaroo. It seems to have the power of moving very quickly on a tree: sometimes holding tight with its fore feet, and bringing its hind feet up together with a jump; at other times climbing ordinarily.

The Black Leopard is supposed to be a variety of the common Leopard; for there seems to be no specific difference by which to separate them. Though in general it looks black, yet in some lights you still see the blacker spots showing through, giving a peculiarly beautiful embossed appearance.

Pennant, in his "History of Quadrupeds," 1793, figures a black Leopard, and describes the variety as follows:—"In the Tower of London is a black variety, brought from Bengal by Warren Hastings, Esq. The colour universally is a dusky black, sprinkled over with spots of a glossy black, disposed in the same form as those of the Leopard; on turning aside the hair, beneath appears a tinge of the natural colour."

H.N. 28 OCTOBER 1848



TREE KANGAROO AND BLACK LEOPARD IN THE MENAGERIE OF
THE ZOOLOGICAL SOCIETY, REGENT'S PARK

URAN-UTAN IN THE ZOOLOGICAL SOCIETY'S GARDENS, REGENT'S PARK

This already popular menagerie has just received an accession which bids fair to contest attraction with the hippopotamus or the infant elephant. The Governor of Singapore, Lieut.-Colonel Butterworth, C.B., has, for the third time, transmitted a most valuable collection of living animals to the Zoological Society. Among them is the finest example of the Uran-utan which has yet been seen in Europe. The Uran-utan is, we are informed, about four years old, excessively intelligent, and as docile as most children of that age. He was accompanied when he left Singapore by a female of the same species, but she unfortunately did not survive the voyage to England. Her death is said to have had a strong effect upon the spirits of "Darby," who is now only recovering, by dint of the utmost devotion on the part of his attendant, and the Society who assist him, from the loss which he has sustained. The Uran of Borneo is, when adult, a most formidable being, and greatly exceeds the chimpanzee in bulk and power. Attaining a stature of near five feet, armed with canine teeth of enormous dimensions, and endowed with muscles which infinitely transcend the most herculean development in man, he has no rival for supremacy in the primæval forests of the Archipelago. In infancy and early youth the forehead of the uran is much more indicative of intellect than at a later period, when the animal expression gains a terrible ascendancy, partly in consequence of the development of the frontal sinus, and still more especially of great callosities on the cheek, which give a frightful width and flatness to the countenance. To what amount of intelligence the tailless apes of the Archipelago and Africa are capable of attaining, is a problem yet to be determined; but the pensive and thoughtful glance of the animal in the Society's garden cannot fail to suggest many curious speculations to an observant mind.

The numerous gifts of great value which the Society has received from Colonel Butterworth,



URAN-UTAN, PRESENTED TO THE ZOOLOGICAL SOCIETY

and other of our colonial governors, within the last two years, is not only a subject of congratulation to the Society, but redounds greatly to the honour of those distinguished persons who use the influence and opportunities of their high station to advance the educational resources of their countrymen at home. We are convinced that the liberal feeling which has prompted Colonel Butterworth to advance the objects of the Zoological Society in the interesting and prolific region of his government will be amply appreciated, not only by the society, but by the public at large. It cannot but be gratifying to him to find, that, during the first week after the arrival of his gift, upwards of 30,000 visitors were admitted to the Gardens — and that this influx is likely to continue, is pretty evident from the fact that upwards of 7000 were admitted on Saturday last, and 10,000 on Monday. The constant succession of new objects of interest — the beauty and order of the general arrangement, combined with the previous reputation which the Gardens of the Society have now acquired throughout Europe,

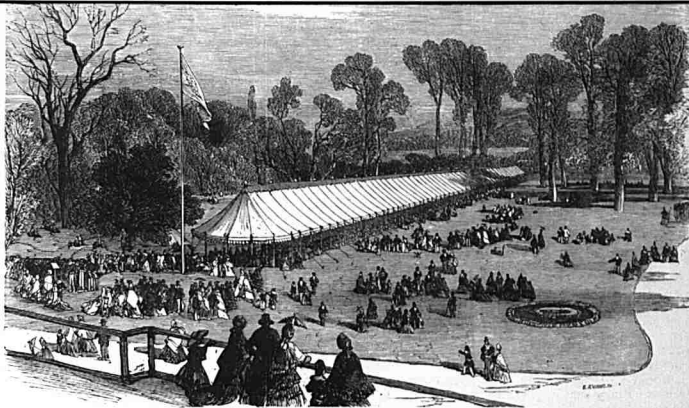
render its prospects of success during the present season, only second to those of the Great Exhibition. I.L.N., 28 JUNE 1851

The orang utan (mawas or mias in Malay) has always formed a tremendous attraction to homo sapiens, being so similar in many respects to himself, and this interest is well reflected by the number of occasions his profile emerges on the pages of the I.L.N. This attraction has proved almost fatal. When Wallace wrote his book, it was reckoned that the orang utan were to be numbered in the hundreds of thousands in the jungles of Borneo. Today, as a species, they are nearing extinction. The great slaughter appears to have started with the advent of the European to the region and reached its climax towards the end of the nineteenth century and the early years of the twentieth. Dead or alive, they fetched increasingly good prices, and, thus encouraged, the traditional hunting methods of the Borneans were reinforced by Western weaponry, with deadly effect. The craze for the 'heads' of the orang utan is vividly portrayed by William T. Hornaday, Chief Taxidermist, U.S. National Museum, Late Collector for Ward's Natural Science Establishment, who made a swing through Asia (including Borneo) in the early 1890s. Three chapters are devoted entirely to the subject of orang utan and the hunting of them, apart from numerous references elsewhere. Having, at one point, related how he had intrepidly despatched three in one day, he soothed the reader with these words: 'When you remember, my reader, that it was for the orang utan that I had made an expensive visit to Borneo, and up to that day had been in great doubt as to its whereabouts and abundance, you can perhaps forgive a little honest enthusiasm over the results of the first day's work.'*

HORTICULTURAL SOCIETY

The first of the summer exhibitions of this society for the season was held on Wednesday, in the beautiful gardens attached to Gore-house, Kensington, which had been kindly granted to them by her Majesty's

*Hornaday, W. T., *Two Years in the Jungle* (London, 1885).



EXHIBITION OF THE
HORTICULTURAL
SOCIETY, AT GORE
HOUSE, KENSINGTON,
GORE

Commissioners — it having been found that, of late years, the May meetings at Chiswick have not proved so attractive as they would otherwise have been, owing to the weather not being of that genial nature as to invite a visit to so great a distance from town.

Her Majesty, his Royal Highness Prince Albert, the Duke of Saxe-Coburg, the Princess Hohenlohe, and a numerous suite, visited the exhibition as early as half-past ten in the morning, and the distinguished party appeared much pleased with the whole of the arrangements and the floral and other beauties presented to their view — the fruits and flowers being arranged in two extensive marquees, supplied by Mr. Benjamin Edgington, of London-bridge.

During the afternoon the bands of the Coldstream

Guards, the Grenadier Guards, and the 1st Life Guards, added much to the general enjoyment, by the excellence with which they performed numerous overtures, marches, and other favourite music.

In the floral department, the azaleas were peculiarly attractive, from their great variety of colour; whilst the roses were complete triumphs of horticultural skill. The geraniums were also magnificent, as were the stove and greenhouse plants. The orchids and the fruits were also highly attractive; and, indeed, we do not recollect to have seen better specimens at any former meeting.

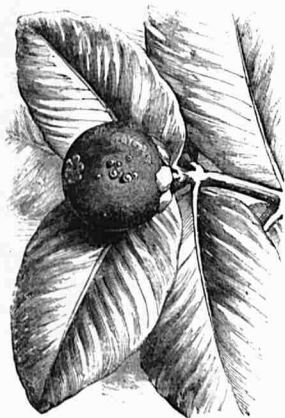
Among the attractions of the exhibition was a new Rhododendron (*Rhododendron jasminiflorum*), exhibited by Mr. Veitch, of the Exotic Nursery, Chelsea. We have engraved this extremely beautiful plant. Its form is that of a low shrub, with thick

evergreen foliage, and numerous panicles of wax-like flowers of dazzling whiteness. The anthers are of an orange-scarlet, the reflection from which imparts a delicate blush tint to the face of the flowers. The form and texture of the blossom remind one of the favourite *Stephanotis*, or the jessamine — from the latter of which it derives its specific name. Altogether the plant has a most lovely effect; and it possesses the additional recommendation of a most agreeable fragrance, somewhat resembling that of the auricularia. This new Rhododendron is a native of Mount Ophir, in the Straits of Malacca, where it was discovered by Mr. Veitch's indefatigable collector, Mr. Thomas Lobb, growing at an elevation of 5000 feet. Its culture is easy, and it thrives well in the greenhouse.

ILLN, 19 MAY 1855

THE MANGOSTEEN

The production of this delicious tropical fruit, lately accomplished in the stove of the Duke of Northumberland, at Sion house, is considered by those conversant with the difficulties attending the labour as one of the greatest triumphs of modern horticulture; this being, we believe, the only successful attempt made since the introduction of the plant into England, in 1729. The ripe fruit exhibited last week at Gore-house, was one of four produced by a tree sent over by Dr. Wallich from the Calcutta Botanic Garden in 1833; since which



FRUIT OF THE MANGOSTEEN, PRODUCED AT SION HOUSE

time it has received the unremitting attention of twenty-two years, before crowning of its cultivator with fruit.

The botanic name of the tree is *Garcinia Mangostana*, in the Malayan language, *Mangostani*; and it is originally a native of the Molucca Islands, whence it has been transplanted to various Islands of the Indian Archipelago. We engrave the tree, and an enlarged Illustration of the fruit and leaves. The former, when at its full growth, rises to the height of about twenty feet; having an extremely straight, tapering stem, with numerous horizontal branches, bearing large oval shining leaves, seven or eight inches long. The appearance of the tree is somewhat formal, owing to the great regularity of its growth, and the straightness of the stem and branches. The flower resembles a single rose in form and colour; and is succeeded by a round fruit the size of a small orange — its colour being chocolate-red; with a shell like the pomegranate, filled with a soft juicy pulp, of exquisite flavour, which has been described as between that of the strawberry and grape, or peach and grape; and it is esteemed one of the richest fruits in existence. The specimens from Sion-house have been pronounced by connoisseurs fully equal to those of tropical growth. Dr. Garcin says (*Philos. Transact.*) the Mangosteen is esteemed the most delicious of East Indian fruits, and a great deal may be eaten without any inconvenience; it is the only fruit which sick people are allowed to eat unsparingly; it is given with safety in almost every disorder, and we are told that Dr. Solander, in the last stage of a putrid fever in Batavia, found himself insensibly recovering by sucking this delicious and refreshing Mangosteen.

It is to the care and skill of Mr. Iveson, head gardener to the Duke of Northumberland at Sion-house that this successful result of exotic fruit culture must be mainly attributed; but though the practicability of fruiting the Mangosteen in this country has been established, the same result must not be often expected, owing to the great difficulty and expense attending its accomplishment.

H.L.N. 26 MAY 1855



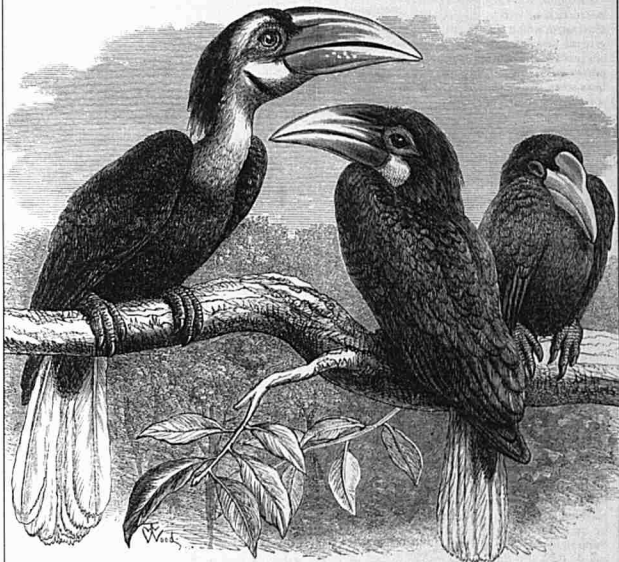
JASMINE-FLOWER RHODODENDRON

THE MANGOSTEEN (*GARCINIA MANGOSTANA*)

HORNBILLS

The Hornbills are a family of birds which inhabit the tropics of Asia and Africa, dwelling in the deepest jungles and forests, and feeding principally upon ripe fruits. They are very remarkable for the large size and curious forms of their beaks, which vary much in the different species, and attain huge proportions in some of them. In most of them, also, the feet are very singularly formed, the three toes in front being joined together for some distance from the base, so that it is almost impossible for them to make much progress on the ground, while they are thus especially adapted for an arboreal life. For many years it was supposed to be almost impossible to keep these handsome and attractive birds in a living state in this country. But recently, the proper mode of treatment having been discovered, the Zoological Society of London has succeeded in introducing several of the largest and finest species of the group as permanent denizens of the aviaries in Regent's Park. Amongst those at present in the society's gardens are particularly noticeable a pair of the large concave-casqued hornbills, which have now been in the collection nearly six years, besides examples of several other ornamental species. To these an important addition has just been made in the shape of three hornbills, of which we now give an Illustration. The large figure in front represents the white-faced male, and the adjoining figure is the black female of the plait-billed hornbill (*Buceros Plicatus*), while in the background is a figure of a female of the slender hornbill (*Buceros Gracilis*). These three birds have recently arrived from Sumatra and Malacca, where they were taken as nestlings from the forest-trees in which they were bred last summer. Their bills are consequently not yet fully developed, and will attain much larger proportions as the birds grow older.

ILL. 2 APRIL 1870



HORNBILLS
NEW ARRIVALS AT THE ZOOLOGICAL SOCIETY'S GARDENS

The Malay Archipelago. By Alfred Russel Wallace. (Macmillan and Co.) Here are two volumes, full of instruction as well as of entertainment, and freely illustrated, which should find favour with readers in general, and especially with those who incline to the study of natural history. And to entomologists, more particularly, they are likely to be interesting. They bear some resemblance to a charming book which was written some years ago by Mr. Bates, and was called "The Naturalist on the Amazons," and of which it is pleasant to remark that their author makes due and honourable mention. Besides numerous maps, the two volumes contain quite fifty illustrations of a more than usually graphic character, indeed, some of them might be called sensational. There is a representation of a so-called flying frog, and it can be strongly recommended to persons who like to be haunted by diabolical images. There was a time, it is well known, when flying fish were considered a rarity; and an anecdote is told about an incredulous old lady who had no difficulty in believing that her sailor-son had come across Pharaoh's chariot during a cruise in the Red Sea, but shook her head disbelievingly at his tales of flying fish. What would her feelings have been had she read, "flying fish were numerous today"? As to the flying frog, however, our author does not appear to have seen it fly or to have had stronger evidence upon the point than the word of a Chinaman, who may have been either as unimpeachable a witness as Confucius himself, or not more trustworthy than Ananias and Sapphira. Not that there is any intention here of insinuating that frogs do not fly; no astonishment or disbelief would be expressed here if anybody chose to assert that ascertained fact had taken away all irony from the words of the satirical dog who means to show his incredulity by remarking that "pigs might fly." The world ought to be quite prepared by this time to see even Mr. Bantling fly; and Mr. Home and the other spiritualists do float (do they not?), which is next door to flying. The author divides the Archipelago into five groups of islands and the general description of each is followed by a chapter devoted to their natural history. It will give some idea of the im-



NEOCERAMBYX AENEAS
CLADOGNATHUS TARANDUS

DIURUS FURCELLATUS
ECTATORHINUS WALLACEI

MEGACERODUS SAUNDERSI
CYRIPALPUS WALLACEI

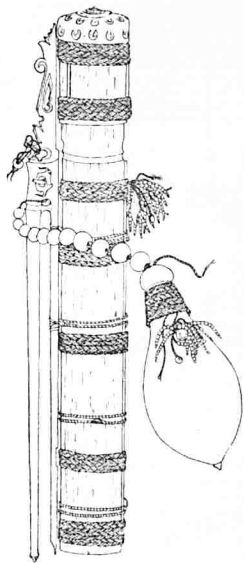
REMARKABLE
BEETLES FOUND
AT SIMUNJON,
BORNEO

mense storehouse of knowledge from which the author was able to fill his pages when it is stated that his collections amounted to 310 specimens of mammalia, 100 of reptiles, 8050 of birds, 7500 of shells, 13,100 of lepidoptera, 83,200 of coleoptera, and 13,400 of other insects. From the orang-utan to the sand-fly and mosquito, no living thing seems to have escaped the author's notice.

ILLN, 14 AUGUST 1869

Understandably enough the ILLN critic did not realize that at the time that he wrote his review of Wallace's *The Malay Archipelago*, he had a best-seller on his hands, and a book which has been described as "the most famous of all books on the Malay archipelago" and "one of the most important natural history books of the nineteenth century". Packed with information painstakingly gathered during an eight-year sojourn in the region, its significance lay in its funda-

mental generalizations which pointed to Wallace's theory of natural selection which had been formulating in his mind at this period. His name is thus linked with that of Darwin, whose friend and correspondent he was. Wallace was also indebted to Bates, mentioned by the reviewer, with whom he had made a previous journey to the Amazon. It was his accounts of that expedition which brought him to the attention of Murchison, President of the Royal Geographical Society, who was instrumental to Wallace getting a free passage to Singapore from the British Government in order to carry out his studies. The volume of work he produced, the amount of specimens he collected, and the huge effort in terms of time, money and energy that he devoted to this task are hinted at in the ILLN review. The illustrations which appear in his book, including that of the flying frog, do not do him or his work justice. Wallace, of course, did not work alone; he was assisted by a number of devoted European helpers and a host of local ones, including a Sarawak Malay called Ali, who accompanied him on all his journeys in Indonesia.



BAMBU QUIVER



ORANG UTAN
ATTACKED BY DYAKS

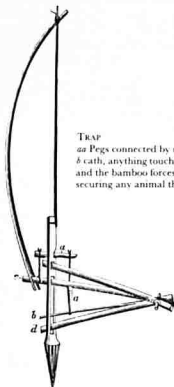
THE YOUNG ORANG-OUTANGS AT THE ZOOLOGICAL GARDENS

The house in the gardens of the Zoological Society which was for so many years tenanted by Sally, the well-known chimpanzee, is now occupied by a couple of young male orang-outangs from Borneo.

These have been deposited by Mr. Jamrach, the son and successor of the well-known naturalist. The orang, so named after a Malay word signifying "Man of the Woods," is one of the large manlike, or anthropoid, apes; when full grown, however, it only reaches 4 ft. 4 in. in height, and its arms are sufficiently long to touch the ground as it stands erect.

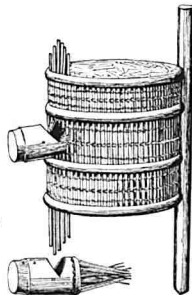


YOUNG ORANG-OUTANGS AT THE ZOOLOGICAL GARDENS, REGENT'S PARK



TRAP

as Pegs connected by rattan for setting the trap; *b* catch, anything touching this liberates the pegs and the bamboo forces *c* tightly down on *d*, thus securing any animal that has touched *b*.



BAMBU FISH TRAP
Baram River

In this country the orang always appears to be languid and melancholy, but is said to be active in the warmer climates of the Eastern tropics, even when in captivity. The brain of the orang is one of the most human in its structure, and could they withstand the severity of our climate there is little doubt that the specimens now in the Gardens would rival Sally in docility and intelligence. They are, however, very youthful, not having shed their milk-teeth, but, young as they are, they are worthy a visit from all interested in "our poor relations."

I.L.N., 20 FEBRUARY 1892

COLONIAL AND INDIAN EXHIBITION

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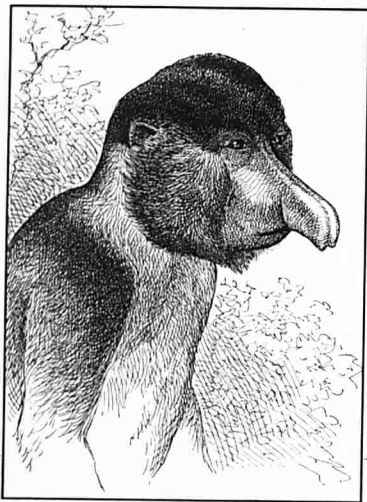
BRITISH NORTH BORNEO

This new British territory is lucky to have so able an Executive Commissioner as Sir Rutherford Alcock, and so courteous and intelligent a Secretary of the Commission as Mr. Windsor Lowder. The products of British North Borneo fill but a small slice of the eastern corridor to the north of the brilliant Hong-Kong Court; but each exhibit is full of interest. It is by mere chance that this tropical colony is only represented by the large ourang-outang which was shot in the back garden of Mr. Pryer, one of the chief English residents in Borneo. Pleasant to have so uncouth a monkey family, as is here embodied to the life, in one's back garden! Praise is again the due of the clever naturalist of North London, Mr. Edward Gerrard, for the marvellous *resemblance* of this huge ourang-outang and little ones "up a tree;" and also for the equally skillful grouping of birds of Borneo. Tempting to merchants as the chief products of Borneo exhibited must be, and expatiated upon with gusto as they are by beaming and zealous Mr. Lowder, who points to or handles with pride the specimens of gutta-percha, india-rubber, camphor, edible birds' nests — "worth their weight in silver to Chinese epicures" — beeswax, tobacco, sago and "Trefang," or *Beche de Mer*, another Chinese luxury — I imagine the most sought after and seductive products of all will be guano and gold. There is supposed to be a limitless supply of guano in the Gomanton Caves. With a furtive look round to see if the coast is clear, does Mr. Lowder preface the tender lifting of the precious phial containing the pure alluvial gold, sent as a sample of the yield of the Segamah River, on the east coast of the island. He conveys the information, as a valuable secret, that the whole district of Borneo from Mount Silam to Sandakan is supposed to be auriferous. Lest one should be induced by reading Captain Beeston's report, in the *British North Borneo Herald*, on the Segamah Gold-Fields to book a berth at once for Sandakan, I thank Mr. Windsor Lowder for his courtesy, and drop into another section of the Exhibition.

I.L.N., 18 SEPTEMBER 1881



THE SUMATRA. (*Hylobates syndactylus*)

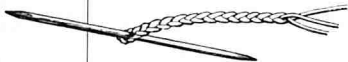


PORTRAIT OF A PROBOSCIS MONKEY

PROBOSCIS MONKEY

Nothing could be more unnatural than the noses of all the stuffed proboscis monkeys I have yet seen in museums. They do not even suggest the natural form or size of the organ. The pictures of the animal sin against nature in the same fashion, and, in order to set *Nasalis* right before the world and vindicate his nasal character, I fixed my best specimen on a branch in a natural attitude, and drew a picture of him, to scale, a copy of which is submitted to the accompanying engraving. The proboscis monkey, which, by the way, is found only in Borneo, is a large animal and of striking appearance both in form and colour. Its face is cinnamon brown, and its body conspicuously marked with reddish brown and white, the tails of old specimens being white as snow. Taken altogether *Nasalis larvatus*, is, to the hunter-naturalist, a very interesting object of pursuit, and were he not partially eclipsed by the orang he would be the most famous quadruman in the East Indies.

HORNADAY, *Two Years in the Jungle*



CROCODILE HOOK

5 Borneo People

The inhabitants of Borneo, as much as the flora and fauna, were an unending source of curiosity and fascination for Westerners, as the pages of the Illustrated London News amply demonstrate. Whenever its readers were regaled with scenes and tales from the great island, they were also invariably treated to sketches and drawings of the 'natives'. The fascination with the appearance and physique was naturally extended to the exotic apparel and the weapons and accoutrements which inevitably aroused with fascinated frisson memories of headhunting and other such extravaganzas. Borneo offered a profusion of races with which to enliven the tired pages of reports, journals and books. Not many of these illustrations were as lively and lifelike as those of the two Kayan chiefs reproduced here. More typical is the representation of the 'Dyaks in their war dress' shown overleaf, which — as far as the two figures in the foreground are concerned, at any rate — belies the litherness of build and muscle and small stature of the average inhabitant of Borneo, making them appear like the hefty members of a scrum of Fijian rugby players. The term 'Dyak' used here is incidentally misapplied, as it generally was (and is) by Europeans who take it to mean 'the aboriginal race' of Borneo. In fact the 'Dyaks' in the picture are Ibans (or Sea Dayaks) — as opposed to the Bidayuh or Land Dayaks and a whole host of other ethnic groups which make up the population of the island.

Writers, of course, were in far greater abundance than artists, and there is no shortage of written descriptions of the inhabitants of Borneo penned by midshipmen and missionaries, administrators and admirals, naturalists, explorers and just plain travellers. In his monumental *The Natives of Sarawak* and *British North Borneo* (in two volumes), Henry Ling Roth brought together many of these nineteenth century observations, and a selection of them are given here to accompany the illustrations from the *ILN* and other contemporary sources. The Malays, it will be noted, are not included in these written descriptions, as they were omitted — deliberately — by Roth.

The selection given here from his book is arbitrary and unrepresentative — either of the collection itself or of the peoples of Borneo. Some of the quotations are unflattering to those described, many contradict one another. The ubiquitous Victorian tone of superiority and self-congratulation cannot be avoided. While only those with sufficient interest would read the comments in the tomes their authors published, the illustrations of the *ILN* reached a larger audience. The illustrations themselves were sensational stuff enough for the drawing-rooms of Bloomsbury, and one may well imagine that the readers of the *ILN* awaited agog for the latest exotica to come out of Borneo.

TAMAH, NATIVE OF KENOWIT,
IN KAYAN WAR DRESS



TATOOED KENOWIT, WITH PENDULOUS EAR LOBES



DYAKS IN THEIR WAR DRESS

We have been favoured by Mr. F. Boyle with a series of Sketches illustrative of the scenery and native population of Sarawak, in Borneo, whence he returned a few months since. The name of Sarawak (to be pronounced with the accent on the second syllable) is, strictly speaking, applied to the whole province which was under the control of Mudah Hassan when Sir James Brooke first arrived in the country. The Rajah's present dominions probably comprise twice that territory and three times the original population. The chief town itself is called by the natives Kucking, which signifies "The Cat." It lies about eighteen miles from the sea, and

contains, at present, nearly 17,000 Malay inhabitants. The Chinese, who wander over the whole Eastern world in search of gain, have not neglected Sarawak; and they number, probably, 1000 in Kucking alone. Many of them have considerable wealth, and they carry on a very successful trade with the natives in birds' nests, gutta-percha, rattans, and other commodities. Since an English Consul has lately been appointed to the province under Sir James Brooke's government a great impulse will doubtless be given to trade, and a rapid increase of the Chinese immigrants may be expected. There are also a few Klings (from Bengal)

and some Javanese, all of whom thrive well in the settlement. The subject of our first Illustration is the Malay suburb, or Compong, on the banks of the river, adjoining the town of Sarawak. Our second Engraving represents a group of the Dyaks (pronounced "Dyaks"), the aboriginal race of Borneo. Their colour is a yellowish brown, and their features are of the Malay type; but many of the young girls are very pretty. The attitudes of the figures shown in our Illustration will give an idea of the various modes of fighting they practise. The two men in the foreground are contending with the "Parang ilang" — a sword without a guard, the blade of which is

concave on one side and convex on the other, forming a terrible weapon in skilful hands. Behind is a warrior with the "sumpit," or blow-pipe, through which are projected small arrows tipped with deadly poison. The force with which these missiles are thrown is almost incredible. Their war-locks are generally made of the skin of the wild bull, ornamented with the feathers of the rhinoceros hornbill, which bird is regarded with superstitious reverence by all the natives of Borneo.

I.L.N., 5 NOVEMBER 1864

BOOK REVIEWS

Adventures among the Dyaks of Borneo. By Frederick Boyle, F.R.G.S. (Hurst and Blackett.) A notable book, both for subject and for style. What is told is of itself interesting, and is told in a manly, candid, graphic, piquant, amusing manner. If one cannot see with one's own eyes it is much to read the adventures of those who have seen "that strangest anomaly of the age — a kingdom ruled by a private English gentleman, whose independent sovereignty is recognised by his native land;" and the adventures here recorded are of all kinds, from the tragic to the comic. The Dyaks of Borneo are divided into two classes, the Land or Hill and the Sea. The former, inhabiting the interior of Sarawak proper, and poor, laborious, and unwarlike; the latter, occupying the coast and the banks of the larger rivers, until the last few years, "spent their whole time in forays by land or sea, collecting plunder and human heads". With respect to a certain tendency said to be inherent in the whole human race, it is said:—"The existence of a people absolutely devoid of any faith in an over-ruling Providence has been frequently denied; but I believe that the Dyaks, who are far from being low-placed in the scale of humanity, have really no belief in this sublime and consoling doctrine." How it fared with travellers amongst this singular people may be agreeably ascertained from Mr. Boyle's book. At page 18, *seq.*, some facts are related which throw



YOUNGEST DAUGHTER OF THE CHIEF OF KENOWIT

light upon the origin of our slang expression "to run amuck." It is written, "Perhaps the most striking characteristic of the Malay nature is the strange madness called 'amok.' ... The madman does not necessarily avenge himself upon his injurer. ... He snatches up the first weapon that meets his eye, and dashes to the nearest frequented spot, where he cuts and thrusts at every living thing until shot down like a mad animal." An "instance occurred some years ago of a sailor who ran 'amok' in a vessel in the harbour, and forced all the crew to jump overboard for their lives."

I.L.N., 15 JULY 1865

Ten Years in Sarawak. By Charles Brooke, Tuan-Muda of Sarawak. (Tinsley.) What a Tuan-Muda may be exactly is not to be discovered, unless a necessarily hasty perusal of Mr. Brooke's work caused oversight, from two very interesting volumes written by him. That it is some sort of chieftain is pretty plain; and the stirring adventures he encountered in that capacity are recounted in a very striking manner. Exciting scenes by sea and land; swords, and snakes, and revolvers for bedfellows; human sacrifice, cannibalism, and head-taking (an expression too significant to need explanation);

queer birds, queer insects, and alligators; conflagrations, fights, and executions; singular religions, singular customs, and singular appearances are the themes upon which the Tuan-Muda discourses. His uncle, the celebrated Rajah Brooke, stands sponsor for the nephew's literary offspring, and introduces it in a preface, of which the tone is less complimentary towards England than might be desired. Not that he speaks "any scandal against Queen Elizabeth" or her country; but he is evidently hurt that she should have refused to accept the prize which he fondly hoped his bravery, his sagacity, and his diplomacy had won for her. The Rajah does not indorse all his nephew's opinions or theories, but he deposes that his nephew has given a "simple and truthful narrative of his adventures as the leader of the wild and numerous Dyak tribes." There could hardly be a more competent witness; and the reader, bearing that in mind, will be able to see for himself how much stranger truth is than fiction. The writer of professed romance would scarcely have ventured to heap so thickly one upon another stories of perilous adventure, as the Tuan-Muda has done. As for the Tuan-Muda himself, his achievements are thus briefly described by the Rajah:—"He is looked up to in that country as the chief of all the Sea Dyaks, and his intimate knowledge of their language, their customs, their feelings, and their habits far exceeds that of any other person. His task has been successfully accomplished, of trampling out the last efforts of the piratical Malayan chiefs and their supporters amongst the Dyaks of Saribus, and of the other countries he has described. He first gained over a portion of these Dyaks to the cause of order, and then used them as his instruments in the same cause to restrain their countrymen. The result has been that the coast of Sarawak is as safe to the trader as the coast of England, and that an unarmed man could traverse the country without let or hindrance." Surely this shows a force of character which Englishmen are not generally slow to appreciate. The Tuan-Muda's pages, let it be added, are not unembellished by illustrations.

I.L.N., 3 FEBRUARY 1866

THE SEA DYAKS (IBANS)

The men are fine, healthy fellows, the women were mostly rather ill-favoured in personal appearance and the children were, without exception, very dirty but all were good-natured and polite ... The men are well-proportioned but sparsely built, and not, as a rule, what would be called muscular. Their form denotes activity, speed, and endurance, rather than great strength; precisely the qualities most required by a denizen of the jungle ...

W.T. HORNADAY

The Sakarang women are, I think, the handsomest amongst the Dayaks of Borneo; they have good figures, light and elastic; with well-formed busts and very interesting, even pretty faces; with skin of so light a brown as almost to be yellow, yet a very healthy-looking yellow, with bright dark-eyes, and long glistening black hair ... The Sakarang men are clean built, upright in their gait, and of a very independent bearing. They are well behaved and gentle in their manners: and, on their own ground, superior to all others in activity.

SPENSER ST. JOHN

They (the Kanowit Ibans) were as good-looking a set of men, or devils, as one could cast eye on. Their wiry and supple limbs might have been compared to the troops of wild horses that followed Mazeppa in his perilous flight.

JAMES BROOKE

The appearance of these people (the Kanowit Ibans) is very inferior; few of them have the fine healthy look of those saw about Mr Brereton's fort. The women are remarkably plain, and scarcely possess what is so common in Borneo, a bright pair of eyes.

SPENSER ST. JOHN

The women of the people (the Sibu Ibans), who are said to be the most beautiful of the natives of Borneo, are fairer, with more decided features than any others I have seen. On the whole, neither Williamson nor myself deemed the reputation they have obtained unmerited.

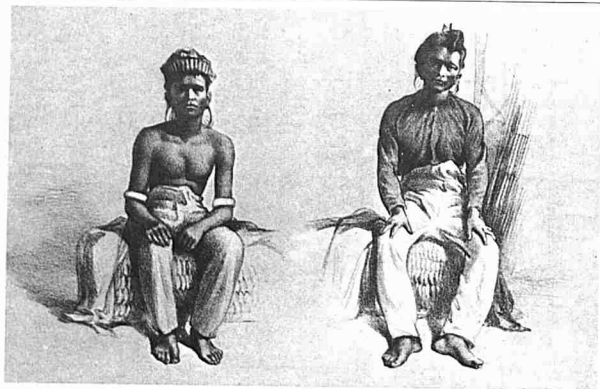
HUGH LOW

THE MELANAU

In personal appearance, the men of the Milanowes (i.e. Melanau) have much resemblance to the other races inhabiting the island, from whom they cannot,

by their features, be distinguished. The women, however, enjoy the reputation of being far more beautiful than those of any of the other tribes, and slaves from this nation are sold for a much higher price than girls from any other of the many divisions of the inhabitants of this island. I had only opportunities of seeing those of the Rejang tribe who live at Serikei, and cannot say that I observed their great superiority. They were dressed in the manner of Malayan females, and perhaps their long clothing may have better concealed their personal defects: their hair was kept in better order, and their faces were much fairer than is general amongst the other tribes.

HUGH LOW



THE SEA DYAKS

LUNDU DYAKS

The women were considered better looking than most others on the coast, having agreeable countenances, with the dark, rolling, open eye of the Italians, and nearly as fair as most of that race; but I could never admire the colour, as they exhibited an almost unwholesome sallowness, and a want of vivacity in their puddingy faces. The men are cleanly, and generally well-dressed, but not so nice-looking as many other tribes.

JAMES BROOKE

They are not a handsome race, whatever may have been said to the contrary, both sexes being ill-formed, as a rule; the women especially so, being short and squat, and, long before middle age, becoming very obese.

C.A.C. DE CRESPIGNY

In personal appearance the Milanows strongly resemble the other tribes inhabiting the Sarawak territory, and can only be distinguished from them by the squareness of their features; the women, however, have unaccountably won a reputation for beauty. It is true there are some good-looking girls amongst them, but as a tribe they are far behind the Malays in figure and regularity of features; they are very white (that is, an unhealthy milky white), but having to work all their lives treading or expressing the sago from the pith of the palm, their feet become large and their figures squat and stumpy ... The men are about the middle height; they are not tattooed, nor do they use any ornaments or personal decorations.

W.M. CROCKER



THE KAYANS

Their countenances (i.e. the Kayans) were open, bright dark eyes, smooth foreheads, depressed noses, clear skin, but indifferent mouths. They had good figures and well set up busts ...

SPENSER ST. JOHN

Some of these creatures are not bad-looking in their natural condition, but they pervert the laws of nature to such a liberal extent as to become hideous. Their faces are flat and broad, and many bear a strong likeness to the Chinese.

JAMES BROOKE

THE KADAZANS

The Dusuns, or, as they are also sometimes called by the Malays, Idään, are for the most part a fine well-made and not unhandsome race; the men muscular and well developed; the women, when very youthful, positively pretty, except their black teeth, but those above the age of 20 are worn out with the hard work assigned to them, pounding padi and carrying wood and water ...

C.A.C. DE CRESPIGNY

The *Kiaus* (a Kadazan group) are much dirtier than any tribes I have seen in the neighbourhood; the children and women are unwashed, and most of them are troubled with colds, rendering them in every sense unpleasant neighbours. In fact, to use the words of an experienced traveller, 'they cannot afford to be clean', their climate is chilly and they have no suitable clothing.

SPENSER ST JOHN

The *Kiaus* are generally taller, broader and healthier-looking than the *Melangaps*; the reason for this physical change in the condition of the people is not far to seek. The *Kiaus* are great tobacco cultivators, and they exchange this product freely amongst the other villages; they are thus able to keep themselves more abundantly supplied with the necessaries of life than their neighbours ... Being more robust they are more industrious.

J.L. WHITEHEAD

THE MURUTS

They were splendidly framed men, but very plain in person with the long matted hair falling over their shoulders.

F. MARRYAT

The *Kayans* and the *Muruts* are especially lithe and active — bronzy, straight-limbed, and statuesque. This is the result of an active life spent hunting in the forest, climbing after gutta, rubber, jungle-fruit, or bees-wax, or in cultivating the clearings around their dwellings, or fishing in the rivers.

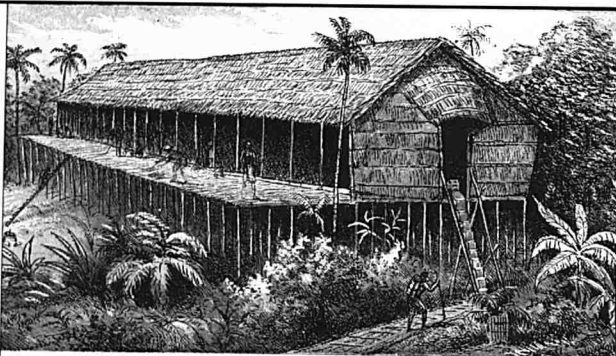
F.W. BURRIDGE

The *Adang Muruts* women are remarkably ill-favoured — broad flat faces and extremely dirty.

SPENSER ST JOHN

The *Muruts* have a repulsive look.

C.A.C. DE CRESPIGNY



EXTERIOR OF SEA DYAK LONG HOUSE



INTERIOR OF SEA DYAK LONG HOUSE

(Note: It is not usual to husk the padi on the *ruai* but on the *tempuan*, which is narrower, and therefore vibrates less)

THE LAND DYAKS (BIDAYUH)

Gratitude, which is too frequently found a rare and transitory virtue, eminently adorns the character of these simple people, and the smallest benefit conferred upon them calls forth its vigorous and continued exercise.

HUGH LOW

In the short experience I have had of the Land Dyaks, I have found them with one or two exceptions truthful in the extreme, generally honest and straight-forward in their dealings, though they may be cunning enough when it suits their purpose: they are reserved in their manners and far from communicative to those with whom they are unacquainted, but having gained their confidence and opened their hearts with a little arack they become talkative and free in their conversation. I do not consider them generous; all and everything I received from these people on my trip was paid for either in money, beads, tobacco, brassware, etc.; and on many occasions I was considerably a loser in my dealings.

NOEL DENISON

In common with most other orientals, they are very apathetic, but decidedly the worst feature of their character is their sluggish contentment with their present low condition, and the absence of any desire among them even for the elevation and improvement of their children. In this land of falsehood and roguery, however, their unswerving honesty is a quality which always commands them to one's regard and hides a multitude of other deficiencies.

W.C. CHALMERS

They ate and drank, and asked for everything, but stole nothing.

HENRY KEPPEL

On the whole I have seldom seen a more interesting race; and I think they show great capacity for improvement.

C.D. BETHUNE

GENERAL

Malays seldom think of making any return for your kindness — Chinese and Dyaks almost invariably do. I have known a Dyak bring out his purse and ask the cost. I told him it was freely given. He then apologised for not having brought a fowl as a present.

A.L. CROSSLAND

As a rule I meet with gratitude felt rather than expressed, for the Dyaks have no word for thank you. The Malays have, but don't feel it.

A.L. CROSSLAND



HEAD-HUNTING NATIVE OF BORNEO

Like other tribes in the same state of civilization the Sea Dyaks are fond of oratory; and while the elders are discoursing or delivering long speeches, the young lads look gravely on, never indulging in a laugh, which would be regarded as a serious offence.

SPENSER ST. JOHN

A Sakarang chief noticed a path that was cut and properly ditched near the fort, and found that in all weathers it was dry, so he instantly made a similar path from the landing place on the river to his house, and I was surprised on entering it to see coloured representations of horses, knights in full armour, and ships drawn vigorously but very artistically, on the plank walls. I found, on enquiry he had been given some copies of the *Illustrated London News*, and had endeavoured to imitate the engravings. He used charcoal, lime, red ochre, and yellow earth as his materials.

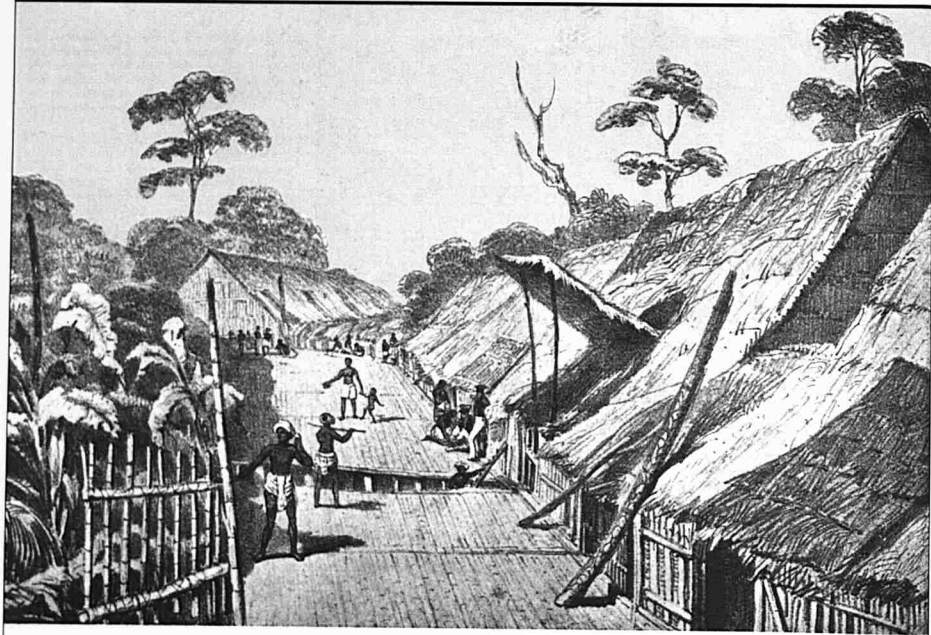
CHARLES BROOKE

In personal appearance, the Dyaks of the hills very much resemble those of the other tribes already described; but they have a more grave and quiet expression of countenance, which gives to their features a melancholy and thoughtful air. It is very probable that their many miseries may have much increased this appearance, though it is natural to them, being observable, in a less degree, in all the tribes of both divisions. Their countenance is an index to the character of their mind, for they are of peculiarly quiet and mild disposition, not easily roused to anger, or the exhibition of any other passion or emotion, and rarely excited to noisy mirth, unless during their periodical festivals.

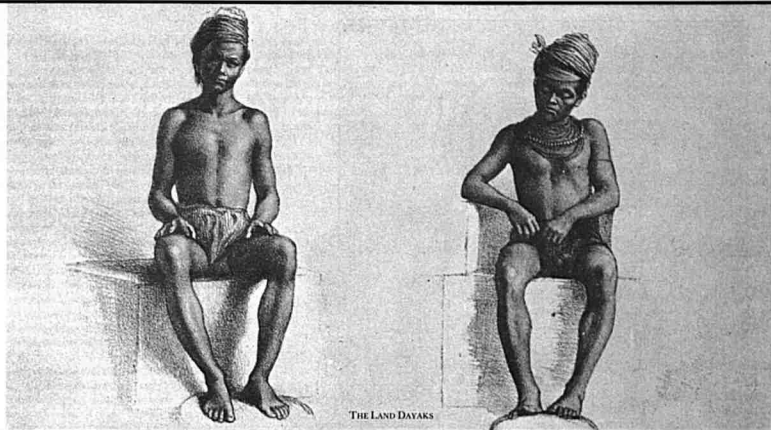
HUGH LOW

The women marry young, from thirteen to eighteen years of age, and from their hard work soon get old, and good looks, when there are any, last but a short time. The men seem to wear better, and many of them are finely-made fellows, and frequently not ill-looking.

C.T.C. GRANT



LAND DYAK VILLAGE HOUSE



THE LAND DAYAKS

They were much shorter than European women, but well-made; very interesting in their appearance, and affable and friendly in their manners. Their eyes were dark and piercing, and I may say there was something wicked in their furtive glances; their noses were but slightly flattened; the mouth rather large; but when I beheld the magnificent teeth which required all its size to display, I thought this rather an advantage. Their hair was superlatively beautiful and would have been envied by many a courtly dame. It was jet black, and of the finest texture, and huge in graceful masses down the back, nearly reaching to the ground. A mountain Dyak girl, if not a beauty, has many most beautiful points; and, at all events, is very interesting and, I may say, pretty. They have good eyes, and good hair; — more

than good; I may say splendid; — and they have good manners, and know how to make use of their eyes.

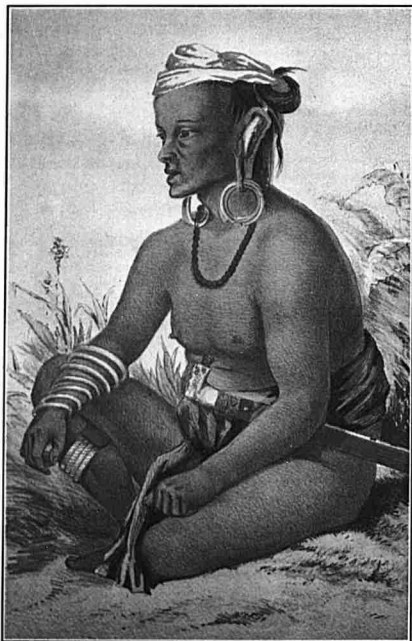
F. MARRYAT

From the numbers I have seen I may safely pronounce that they are by no means a fine race. Their stature is short, their persons generally slight, though well formed, their muscles little developed, and bearing all the marks of savage life by exercise, not labour; the countenance is intelligent, the eye good but their colour is scarcely so light as that of the Malay, the general characteristic of the countenance the same.

JAMES BROOKE

The Dyaks are as little blessed with beauty as the Malays. The bridge of the nose is flat, the nostrils very wide, large mouth, the lips pale and puffed up, and the gums projecting. Like the Malays they file their teeth and colour them black. The expression of their faces is generally calm and good-natured, and sometimes somewhat stupid, which may partly be due to the custom of keeping the mouth continually open. Their skin is a light brown, eyes and hair black. The men wear their hair short, the women wear theirs long, straight, hanging down, and not plaited. The gait and bearing of the women is very ungraceful; they place their feet wide apart and push their belly forwards.

I. PFEIFFER



A LONG WAIYOU WARRIOR

AN EXPLORING EXPEDITION IN BORNEO

Mr. Carl Bock, a native of Copenhagen, thirty years of age, and a scientific naturalist, was sent to Sumatra, by the liberality of the late Marquis of Tweeddale, to carry on researches in that country. He was, again, in June last year, commissioned by the Dutch Indian Government to explore the east and south parts of the great island of Borneo. In the beginning of July he arrived at Tangaroeng, the Residence of his Highness the Sultan of Koetei, Mohammed Suleiman Khalifat-ul-Moeminin. To this Prince he at once made known his travelling plans of exploring the northern part of Koetei, and afterwards the southern, and attempting the overland journey to Bandjermasin. The Sultan, after some demur, furnished him with an interpreter for the Dyak language, and also put at his disposal a large prau, or canoe. Mr. Bock with his twenty-five followers, left Tangaroeng on Aug. 10, and navigated the great Mahakkan river up as far as the Moeara Kaman.

The banks of the river are very thinly inhabited, and only by the Malays and Bugis. The great drought, which visited part of Borneo and other islands two years ago, had made terrible havoc in the forest. For miles the trees were killed by it, and nothing but skeletons of trees visible, a strange sight in the tropics, where the eye is accustomed to behold an everlasting summer. From Moeara Kaman he went up the Moeara Klintjous river. The country is here less inhabited; for a whole day, and even more, rowing along the banks of the river, no hut was visible; and the only sign that occasionally enlivened the scenery was a graceful snake-darter or a group of inquisitive monkeys. On the 21st Longwai was reached, the largest Dyak village.

The natives were, in the beginning, shy and suspicious; but after a while Mr. Bock managed to get on good terms with them. These Dyaks are, like the rest of the other tribes in Koetei, inveterate "head-hunters," but in other respects good and honest people. The "head-hunting" belongs to the Dyak religion, and is a custom (adat) established with

them from ancient times. From Longwai Mr. Bock went further north in order to find the Orang Poonan (also called Olo-Ott), or forest people, whom no European had before seen. These savages, on the very lowest scale of civilisation, are exceedingly shy; they live in troops of six to twenty, have no huts nor any fixed dwelling-places, but roam about the immense forests, and feed upon monkeys, boars, birds, serpents, and wild fruits. The women especially are light in colour; and both sexes go almost naked. But the rumour that the Orang Poonan are furnished with a caudal appendage is, according to Mr. Bock, entirely false.

Having returned to Tangaroeng, Mr. Bock prepared for his overland journey, over 700 miles, and left Tangaroeng with forty-one men and three canoes, being in every respect well fitted out. The Pangeran, or Prince, Sokmaviro accompanied the traveller, as well as a Malay interpreter for the Dyak language. The route was again up the great Mahakkan to Moeara Kaman, where the mosquitoes were such a plague that the expedition thought of returning. The next village in the interior was Kotta Bangoen, the largest in Koetei, with more than a thousand souls. The inhabitants are all Malays and Bugis, who carry on a considerable trade in rattang, gutta-percha, wax, and "saroeng boeroeng" (edible birds' nests). It must be remembered that all the Dyak tribes inhabit the tributary rivers to the Mahakkan, or far in the interior of the country. In the neighbourhood of Kotta Bangoen, as well as at Tangaroeng and Maeara Kaman, Mr. Bock found traces of a former Hindoo time.

While at Kotta Bangoen, his Highness the Sultan and a numerous suite turned up, but Mr. Bock preferred to continue the journey alone, on account of the many occupations which an Indian monarch indulges in. In order to study the different wild tribes, he proceeded through the lake region. He was fortunate enough to meet the Tring Dyaks, the only cannibals in Borneo, with whose Rajah, Sibau Mobang by name, Mr. Bock spent a couple of days. This man is a savage of most forbidding appearance, extremely ugly; he told the courageous traveller,

in an easy way, that the brains and palms of the hands of men tasted delicious, whereas the shoulder part always had a bitter taste. After Mr. Bock had drawn his portrait, Sibau Mobang presented him on his departure with two human skulls and with a shield ornamented all over in a very ingenious way with human hair. During the time Mr. Bock travelled in Koetei, Sibau Mobang and his followers killed in one week — being out on a head-hunting excursion — not less than sixty people.



M. CARL BOCK, TRAVELLER,
OF THE DUTCH EXPEDITION IN BORNEO

At Moeara Pahou, the last Malay village in the interior, Mr. Bock again met the Sultan and his suite, who had here gathered a number of Dyaks to escort the expedition through the most dangerous part of his territory. The journey was continued down the Moeara Pahou river, which, close to Moeara Anang, becomes very difficult to navigate. There are many rapids over which the canoes had to be dragged by means of rattan ropes, the luggage and provisions having to be first discharged. The Dyaks here have often petty wars against each other — tribe against tribe, in order to obtain heads, which makes their name strike terror to all.

At Moeara Anang the march through the great forest began, the most fatiguing and dangerous part of the journey. It was here that one of the Dyaks was murdered and attempts made to poison Mr. Bock and his followers. A path of the rudest description had first to be constructed by the natives, and, in order to cross the numerous small rivers and abysses, they had made bamboo bridges. Only those who have travelled in the tropics can form an idea of these elastic structures, more fit for an acrobat like Blondin than an ordinary traveller. After four days' march from sunrise to sunset the Benangan river was reached. By this and the Teweh river, and down the great Barito, did Mr. Bock and his party reach Bandjermasin on Dec. 31. Two days later his Highness and suite arrived at the same place.

Our portrait of the Sultan of Koetei is from a photograph by Mr. H. Salzwedel, of Soerabaya, Java; that of Mr. Carl Bock is from one by Messrs. Sawyer and Bird, of Yarmouth.

ILN, 19 JUNE 1880.

The Head-Hunters of Borneo. By Carl Bock. We may also remind the readers of this Journal, with reference to the next book under notice, that our pages have been enriched with some of the Sketches of Borneo, by Mr. Carl Bock, whose handsome volume is published by Sampson Low and Co. It bears the title, *The Head-Hunters of Borneo*, a

Narrative of Travel up the Mahakkam and down the Barito, which are, of course, the names of two rivers. These are in the south-east region of that large island, quite remote from the country which has recently been placed by the native Sultans under the administration of a British trading Company. Mr. Bock is a scientific zoologist, who had gone out to the Dutch East Indies, in 1878, under the patronage of the late Marquis of Tweeddale. The Dutch Governor-General in Sumatra gave him a commission to explore the less known parts of Borneo, first the district of Koetei, on the east coast, with the Mahakkam river, then the interior country, and to descend another large river to a different coast of the island, at which he arrived in a southerly direction. The whole of this region, we understand, is claimed as under the Dutch sovereignty or protectorate; but some of its tribes are extremely wild, and the authority of the Malay Sultans is limited to those within actual reach. The first place visited by Mr. Bock was Tangaroeng, with its port, Samarinda, which is on the shore of the Strait of Macassar, opposite the island of Celebes. He was frankly welcomed by the Sultan, Mohammed Suliman, who appears to be a good-humoured fellow, though addicted to cock-fighting and other idleness. Mr. Bock went up the river Mahakkam, and northward to Long Wai, staying there seven weeks among the Dyaks, whose peculiar manners and customs he describes in six entertaining chapters. His graphic power with the pencil, as well as with the pen, is used to present that singular race of people in such vivid portraiture, that they seem almost living in this attractive book. The large coloured lithographs of their robust figures, often partly nude, and the delineations of their costumes, houses, furniture, and utensils, excel most of the illustrations of travellers' narratives that have lately appeared. There are thirty chromo-lithographs, with some engravings of portraits or animals, and a needful map. The author, having returned from his northward excursion, set forth again, to ascend the Mahakkam in a westerly direction, aided by the Sultan's steam-yacht, built at Glasgow, and accompanied by his Highness and suite most of the



MOHAMMED SULEIMAN KHALIFAT,
SULTAN OF KOETEI, BORNEO

way. The Sultan's loitering habits made this honour rather a hindrance to the long and difficult journey that Mr. Bock had before him. At Moera Pahou, the farthest advanced inland settlement of the Malays in the Koetei province, he made his first acquaintance with the reputed cannibals of Borneo, the Trig Dyaks, some of whom happened to be visiting that place. The head-hunting exploits of this ferocious tribe, and their habitations of cruelty full of human skulls, are spoken of with terror by their peaceable Dyak neighbours, who refuse to associate

with them; while the Malays, of course, as good Mohammedans, regard them much as we should do. The "natural man," if we come to know him, is not a very noble or amiable creature, but a rather nasty sort of cunning, savage beast. Sibau Mobang, the cannibal chief of the Trings, with whom this author had an interview while sketching his portrait, had just eaten "the hands and brains" of seventy slaughtered human victims, men, women, and children. He told Mr. Bock, indeed, that "his people did not eat this flesh every day," but that of various animals and birds, with rice and wild fruits. They have not the excuse of the Polynesian cannibals, who formerly could get little or no animal food, in their small islands, without devouring each other. It must not be supposed that all the Dyaks of Borneo, though barbarous and superstitious, are morally vile; on the contrary, says Mr. Bock, "robberies and theft are entirely unknown among them; they are also very truthful." They show great respect for their wives, and are very fond of their children; they marry early, but have only one wife. Their mental capacity is equal to that of the Malays, while the Dyaks are not so slovenly and lazy as these, and have more inclination to work. "Head-hunting," for the sake of possessing such hideous trophies of their warlike prowess, like scalp-hunting with the North American Indians, seems to be the universal Dyak custom. "You must not get heads," said Mr. Bock to Rajah Sinen and the fat chief of Long Wahou, speaking their native language; "but a doubtful smile," he tells us, "was all the reply to my proposition." The expedition inland, leaving the main river and the steam-boat, to pass up the lesser streams in five praus or native canoes, and subsequently marching through a forest across the border country, descended on Christmas Day, 1879, to the valley of the Barito in the territory of Doesoen, under the Dutch Government, at Fort Teweh or Lotoentoer. The author, perhaps for reasons of official reserve, has little to tell us about the Dutch administration of Southern Borneo. He briefly relates the fact of his going down, with the Sultan of Koetei, to the mouth of the Barito, the commercial port of Bandjermasin, where Mr. Bock reembarked



ORANG-BUKIT FROM AMONTAI



LONG-WAI WOMAN RETURNING HOME

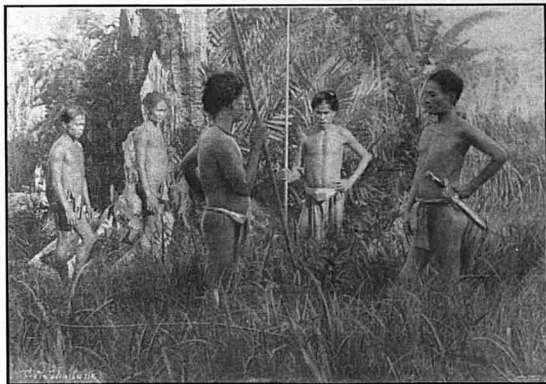
for Java. A second narrative contained in this volume is that of his "Journeys in Sumatra," in August, 1878, along the mountainous west coast, which displays much beautiful scenery and many curiosities of zoological research.

I.L.N. 22 APRIL 1882



TATU'D DYAKS (? KAYANS)

As the nineteenth century neared its close, so was the great White Queen, Victoria, nearing the Diamond Jubilee of her reign. What more fitting moment to stage a great festival of empire, a demonstration of the wealth, strength and variety of the great imperial realm on which the sun never set? And so it came about that representative units from the four



GROUP OF BORNEO NATIVES IN A JUNGLE

corners of the earth were assembled in London to take part in the great Jubilee parade. One of those four corners was Borneo, and a select number of 'Dyaks' found themselves in London for the occasion. It was a far cry for these Iban warriors of 1897 from the days of their grandfathers two generations before who had resisted the motley force put against them by James Brooke. It was also a far cry from the luxuriant foliage of their native jungles to the cold, drab walls of Chelsea barracks, from the gorgeous war apparel of tradition to the uniforms of a modern military unit. The correspondent of the I.L.N. appears astonished to find that "they do not seem particularly dangerous." What were their feelings of astonishment as they marched down London's unfamiliar streets, outnumbered for the first time in their lives by crowds of cheering, gawking Englishmen?

And what did they think of their commander, Captain

Raffles Flint, who led the show? He was an old Borneo hand, having served under the British North Borneo Company from its earliest days. He bore an illustrious name, for he was a descendant of the great Stamford Raffles, but his achievements were not of the same calibre. Described in official documents as 'pompous' and 'inefficient', he had been the cause of a frightful massacre of over one hundred men, women and children in the interior of the country, an act of revenge for the death of his brother. At the start of the year which brought him back to honour Queen Victoria, he had been in charge of an attempt which failed to capture the rebel, Mat Salleh.

Behind the ceremony and glitter the problems of British Borneo continued: but only those who were in a position to know, knew, and this did not include most of the readers of the I.L.N.

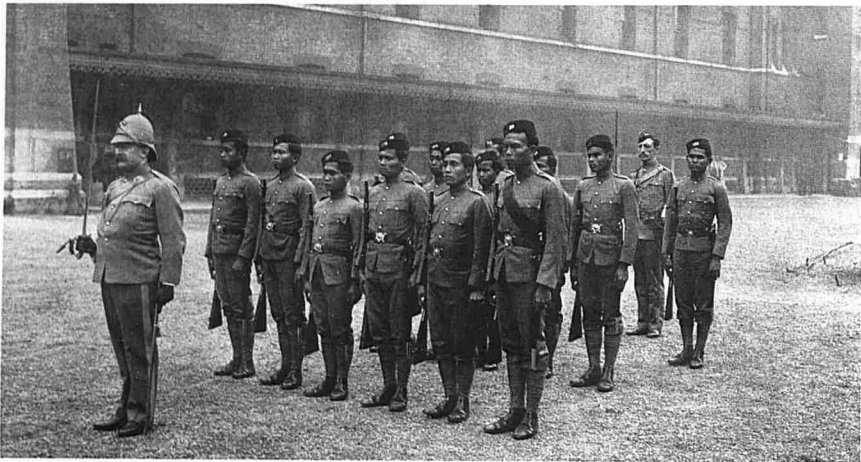
COLONIAL TROOPS FOR THE QUEEN'S JUBILEE

It is at Chelsea Barracks that the curious medley of soldiery representing various races of men, African, Asiatic, Polynesian, Australasian, and American, enlisted in the local military or armed police forces of different colonial provinces of the ubiquitous British Empire, affords just now a lively and interesting sight. In British North Borneo there is a police formed of Dyaks, the aboriginal race of that

island, formerly under Malay rule, a ferocious population of tribal savages, addicted to head-hunting for the sake of pastime, and for their pride in its sanguinary trophies as proofs of manhood. There are fifteen of them in this mixed collection of warriors from remote lands now in London; they are smart little fellows, in brown holland uniforms, with bright red caps, and do not seem particularly dangerous, having learnt a lesson of civilisation so far as to restrain the homicidal instinct.

I.L.N. 12 JUNE 1897

BRITISH NORTH BORNEO POLICE
OFFICER IN CHARGE, CAPTAIN W. RAFFLES FLINT



A Supplement on Head Hunters and the Head

The white men read books, we hunt for heads instead
(An Iban headhunter quoted by Spencer St. John)

In his book, written expressly for white men, the indefatigable Ling Roth devoted a whole chapter to the subject – not surprisingly, for it is one of considerable interest, and one which has always been a source of horrified fascination for the outside world. Yet, reprehensible in the extreme as this custom may appear to have been, it should be seen in perspective. In the first place it should be borne in mind that the treatment accorded the decapitated head only took place *after* its owner had departed from this world so that he was neither a witness to nor sufferer from the process. Bearing in mind as well that once the deed is done the follow-up should be performed professionally, it is clear that the techniques used to adorn the skull and to preserve it were skilful and efficacious. If one also takes into consideration human behaviour in various other parts of the world during the present century – with its nuclear weapons, massacres, torture and genocide – perhaps the natives of Borneo do not come out so badly after all. At least they never attained the refinement of the gaolers of Belsen who manufactured lampshades out of the skins of their victims.



DYAK MAN SKULL.



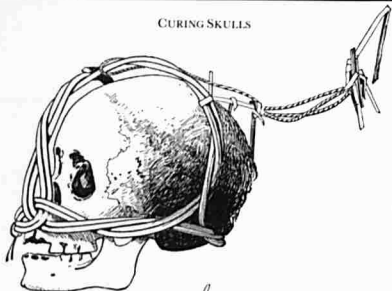
SKULL OF A BANDJERMASSING MAN.

Regarding the origins of this headhunting cult, Hugh Low probably sums it up as well as anybody: 'In a limited extent the custom is probably as ancient as their (i.e. Iban) existence as a nation; but although other tribes appear to be equally addicted to the practice there can be little doubt that it is a corruption of its first institution (i.e. as a memorial of triumph) ... and having conversed with the Dyaks frequently respecting this practice, they

... merely accounted for it, in their usual method, by saying, that it was the *adat ninik*, or custom of their ancestors'.

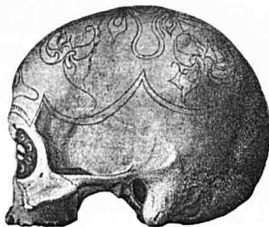
The illustrations which follow (all taken from Roth) show various specimens of engraved skulls, and of the methods and places used for preserving them. An excellent illustration of the curing of skulls is to be found on page 54.

CURING SKULLS



DYAK SKULLS.
Smoked quite black; portion of the skin and the hair remain on the scalp, no decorations of any kind.

ENGRAVING AND ORNAMENTATION



DYAK SKULL IN STOCKHOLM MUSEUM
Side view.



DYAK SKULL IN STOCKHOLM MUSEUM
Front view.



INCISED PATTERNS ON CRANIUM
From S. E. Borneo.



LEFT MOIETY OF CRANIUM OF NATIVE BATA.
East coast of Borneo. Orbits filled with gum, in which are stuck a large cowrie in the centre with small ones radiating round it.



SKULL
From east coast of Borneo. Roughly incised;
wooden blackened teeth.

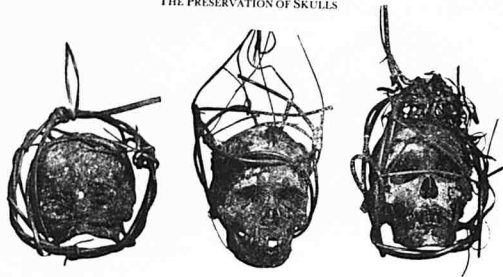


INCISED PATTERNS ON CRANIUM OF MALE DYAK.
This cranium is likewise ornamented with tinfoil and
has cowries for eyes.



SKULL OF YOUNG MALE BATA.
From E. coast of Borneo.

THE PRESERVATION OF SKULLS



HEADS STRUNG IN ROTAN
Said to come from interior of Borneo.

The structure in which preserved heads were kept was usually a circular building attached to most Dyak villages, and serving as a lodging for strangers, the place for trade, the sleeping-room of the unmarried youths, and general council chamber. It is elevated on lofty posts, has a large fire-place in the middle, and windows in the roof all round, and forms a very pleasant and comfortable abode.



PANGAH, OR LAND DYAK HEAD HOUSE



SERAMBO HEAD HOUSE