

tra, and in close proximity to Java, where various clustering isles adorn the scene, attention is specially attracted by an immense irregularly shaped island named "Princess Island," thickly studded with different kinds of trees which perfectly conceal the soil or naked rock from the view.

The sinuous coast of Java, however, presents a different appearance; craggy cliffs strike upwards, whose rugged faces bear the marks made by the lashing of the surge; high irregular hills in the distance whose sides are begirt with native plants, and whose tops taper to a point and hide themselves in the clouds; a sloping beach of easy access and overhung by outspreading branches which cast a shadow over the water, appearing to invite the stranger to it: far receding bays over whose surface are wafted on the breeze spicy odours from the home of the savage; and an array of cocoa nut trees extending for miles along the strand, and exhibiting from the tops of their slender trunks the tempting fruit: all add to the variety of the scene; while the majestic Banyan stands alone and affords a shady retreat for hundreds of Malays, who there seek amusement, comfort or repose.

Quantities of different species of fruit, consisting of mangustines, oranges, lemons, mangos, pine apples, and vegetables of many kinds; as also live representatives of the mixed inhabitants of the jungle: monkeys, moose deer, red and green parrots, mocking birds, sparrows, &c., are brought by the natives in canoes to passing vessels, and offered for sale.

Passing through this "Eden of the East" in a fortnight, our proximity to our destination was evinced by the appearance of high and naked islands, around which could be seen ill-shapen and odd rigged craft, which were soon recognized to be Chinese fishing boats. Off the "Lema Islands," among which is to be seen the conspicuous peak of Hong-Kong, vessels are boarded by a native pilot. Some of their boats carry foreign flags, (principally English and American,) and others the private flags of different mercantile houses, which are vouchers of the respectability of the parties who carry them. Their boats average about fifteen tons burthen and are seldom manned by less than four men. There is no necessity for a vessel to reduce her speed for these men, unless she is exceeding six or seven knots per hour, for they can always succeed in getting on board. They run down across the ship's bows and bring their boats near enough to the ship, to enable them to reach her chains with a long bamboo pole, by means of which they fasten on a grapple secured to the end of a long rope: This rope they pay out so as to prevent the sudden