

strong continuous blast; others are nothing more than a bamboo tube, through which the breath is forced upon the flame. The process for working the mines and extracting the metal from the ore, are similar in all the mining districts, and differ but little from those employed when the mines were first opened.

The Sumatra shore of the Straits of Banca is low, and appears to be covered with a dense forest. During the night we were visited by a heavy storm of thunder and lightning, with much rain. The next morning being pleasant, we got under way again, and passed rapidly through the straits; the southern outlet, however, called the Lucepara Passage, was not attained until nearly dark, and before reaching it we crossed many shoals, so near the surface as to leave but little water under our keels. An English vessel in advance of us hoisted a light after dark, and by taking it for our guide, we succeeded in passing through safely. This vessel was soon overtaken by us, and proved to be the barque Java, Lewis master, thirty-eight days from Batavia, and bound to Singapore. Having lost twelve of her crew by dysentery and but few of the survivors being able to perform their duty in consequence, she was returning to Batavia. The surgeon was sent on board, and the necessary medicines, &c., of which they were in great want, were supplied.

During the 2d and 3d of March, we had cloudy weather, with some rain, and at nightfall on the latter day, anchored near the Two Brothers. During the night, George Porter died. He was buried next day with the usual ceremonies. We got under way again at an early hour in the morning, and at evening found ourselves off North Island, near which we anchored. During the night we had lightning, thunder, and rain.

The next day we arrived off Hout's Island, at the entrance of the Straits of Sunda, when, the wind dying away, we were left at the mercy of a strong current setting in towards the island. To avoid danger we anchored, and lay until the turn of the tide; we afterwards passed round Zutphen's Island and Hog Point, anchoring for the night off Rajah Bassa.

As far as my experience goes, I can testify that Horsburgh's directions for the Straits of Sunda are safe and good, although perhaps not the most suitable for our navigators, for he makes the safety of the ship his principal aim, and gives directions so to navigate a large class vessel as to insure it; whilst my countrymen, although they always read him, are not disposed to pursue his directions exactly, believing that in following his advice more time is lost than a regard to sufficient