

THE
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OF
THE INDIAN ARCHIPELAGO
AND
EASTERN ASIA.

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Edited by

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V O L. V.

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CAMBODIA IN 1851.

- I. *Notices of the Port of Kampot, with Directions for the Eastern Channel.* By Captain G. D. BONNYMAN.
- II. *Narrative of an Overland Journey from Kampot to the Royal Residence.* By L. V. HELMS, Esq.

[IN the early part of February last, the brig "Pantaloön" was dispatched on a trading voyage to Kampot by a mercantile firm here, the Messrs Almeida and Sons, and returned with a cargo of Cambodian produce in the month of June. During the stay of the "Pantaloön" at Kampot, Captain Bonnyman made a plan of the anchorage and the Eastern Channel on a large scale, from which the map which accompanies these notices has been reduced, and which bears upon the face of it evidence of having been constructed with great care and accuracy. In the mean time, Mr Helms, the supercargo, visited the Royal Residence, accompanied by Mr Monteiro, (the envoy of the king of Cambodia, who furnished the principal materials from which the map in the May number of this journal was compiled,) who returned to Kampot in the "Pantaloön". Mr Helms drew up a lively narrative of his overland journey, which appeared in the Singapore Free Press of the 20th June, and which is republished here as a useful supplement to Captain Bonnyman's hydrographical notices.]

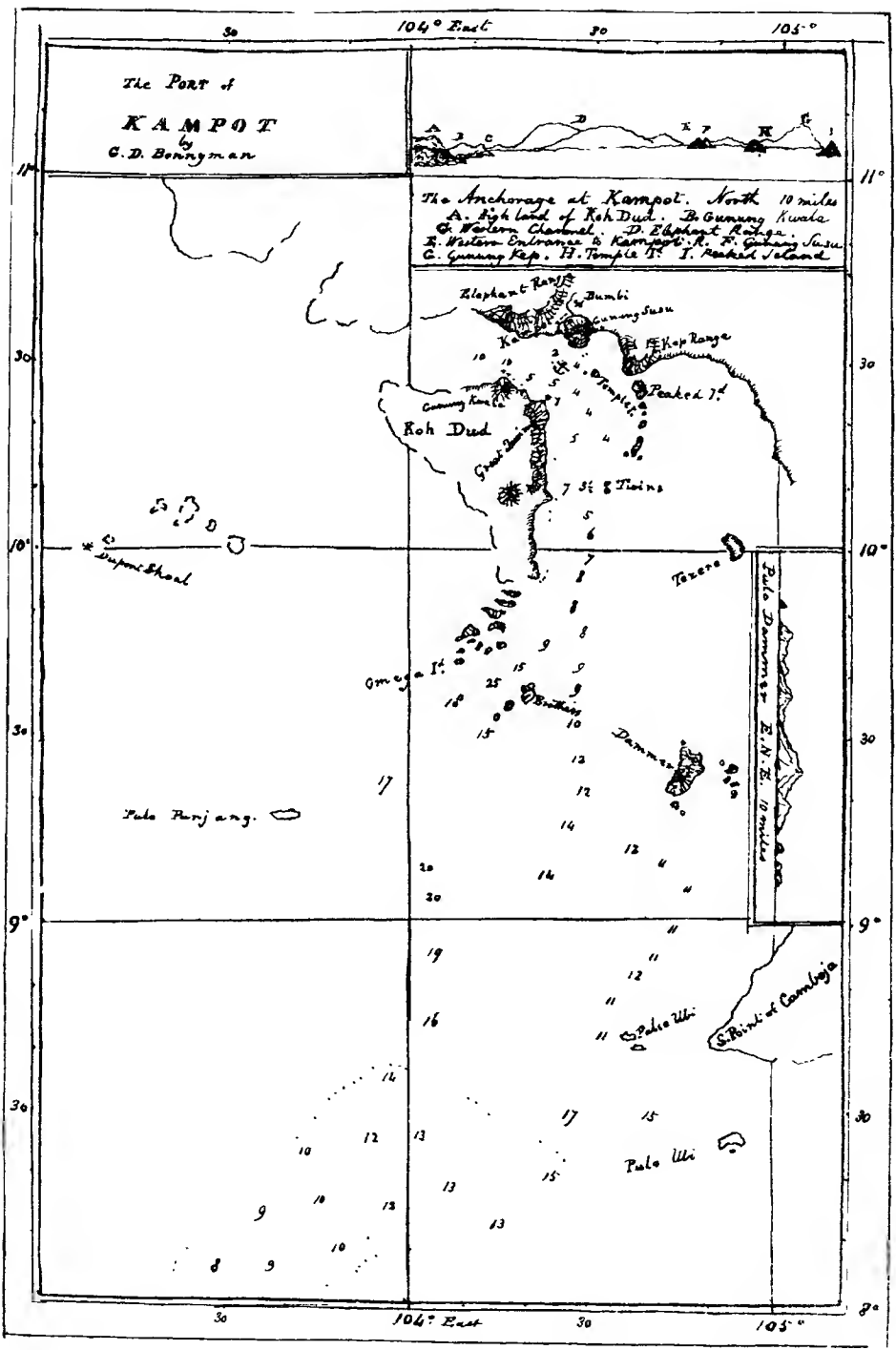
I. NOTICES OF THE PORT OF KAMPOT &c.

Ships bound to Kampot from Singapore during the north-east monsoon, should endeavour to make Pulo Ubi, near the South Point of Cambodia, as it is a useful guide for vessels proceeding along the coast to the north, and enables them to avoid a shoal said to exist some distance to the westward, the position of which is uncertain. After passing False Pulo Ubi, steer to the northward to make Pulo Dammer, a high island 12 miles in length north and south, and about 5 miles in breadth, with two small islands near the south extreme, and a single rocky islet off the north end. Dammer Peak, in the southern part of the island, may be seen from a distance of nearly 50 miles in clear weather. It is in Lat. 9° 25' N. Long. 104° 36' E. according to a series of measurements carried from the anchorage at Kampot.

To the northwest of Pulo Dammer, distant about 35 miles, lies the large island Koh Dud, called also Koh Tron, which is no doubt identical with Hon-co-Thron of Horsburgh's chart. This island is of triangular form—with the apex to the southward and extends north and south upwards of 30 miles. The channel between Pulo Dammer and Koh Dud is the one generally used by ships bound to and from Kampot. It is divided into two distinct channels by a group of islands called the Brothers, the northernmost of which, (a peaked island, moderately elevated and about a mile and a half

The Port of
KAMPOT
by
G. D. Benayman

The Anchorage at Kampot. North 10 miles
A. High land of Koh Dued. B. Gunung Kwaha
C. Western Channel. D. Elephant Range
E. Western Entrance to Kampot. F. Gunung Sasa
G. Gunung Kap. H. Temple I. I. Peaked Island



in length) bears from Dammer Peak N. 60° W. 29 miles. The other island, which is less elevated and more level than the northern Brother, bears from it S. W. by W. $\frac{1}{4}$ W. 5 miles and has a rocky islet 3 miles off to the S. W. which appears to be connected with it by a reef.

Omega island, the south-westernmost of a chain of islets which extends from the south point of Koh Dud, bears from the N. Brother N. 69° W. 12 miles. This chain consists of a number of small islets with 5 or 6 of a larger size, each consisting of a Quoin-shaped hill, with the bluff face to the eastward. The channel between this group and the Brothers is safe to work through, with soundings varying from 13 to 30 fathoms.

The east coast of Koh Dud runs nearly north and south for 28 miles, when it tends N. W. $\frac{1}{2}$ W. 7 miles to Rocky Point, the north extreme. The whole of this coast is lined by a reef, said by the natives to extend a considerable distance off the south-east end, but squally weather while passing prevented us from ascertaining its extent. It is avoided by keeping the Great Brother S. S. W. after passing it, and not bringing it to bear more southerly until well past the south point of Koh Dud.

The eastern channel, between Pulo Dammer and the Brothers, is the widest and the least intricate. When abreast of the Brothers a northerly course should be steered to make the Twins, two small islands covered with trees and surrounded by a reef, which appear in one on a N. N. E. bearing. The Twins lie N. 20° E. from the Brothers, distant 35 miles. When within 3 miles of the Twins, steer to pass about mid-channel between them and the Koh Dud shore, as the channel to the east-ward of the Twins is not safe. The soundings here will be $3\frac{1}{2}$ and $3\frac{3}{4}$ fathoms until the Twins bear about E. S. E. when the water deepens to 5 and 6 fathoms. If the weather is clear, two mounts or hummocks, having the appearance of islands, will now be seen to the North. These are called Gunung Susu or the Paps, and form a good leading mark for the anchorage off Kampot. These should be kept bearing north while steering for the anchorage, until Gunung Kwala, the northernmost hill on Koh Dud is brought to bear W. by N. $\frac{1}{2}$ N. when it is necessary to edge off a little to the west-ward until the Paps are brought N. by E. to avoid some patches of $2\frac{3}{4}$ fathoms, which lie S. 2° W. from the Paps.

The usual anchorage is in Lat. $10^{\circ} 30'$ N and Long. $104^{\circ} 16' 40''$ E. as deduced from a series of lunar observations taken on Rocky islet, $2\frac{1}{2}$ miles S. E. by E. from the anchorage. The following bearings were taken from the anchorage in 3 fathoms:

Rocky islet S. 60° E.

Temple island S. 67° E.

S. extreme of Kep Range S. 85° E.

Western Pap N. 10° E.

Drumsnab (Elephant Range) N. 24° W.

Rocky Point (N. extreme of Koh Dud) S. 17° W.

Gunung Kwala S. 71° W.

From the anchorage as given above, the western mouth of the Kampot river bears N. N. W. $\frac{1}{2}$ W. 6 miles, the intermediate space being occupied by a shoal flat which must be approached with caution, especially if the Western channel be adopted, as the bank stretches more than midway across from the main-land to the north side of Koh Dud, and is in many places steep-to, with projecting spits of $1\frac{1}{2}$ fathoms. It was on one of these spits that the barque Sea Gull was wrecked during last year, about 4 miles due west from the anchorage.

The town of Kampot lies about 4 miles up the western branch of the river, which has two entrances, one close to the foot of the Paps, which is very shallow, and can only be used by small boats, and the other further to the west-ward, which is deeper, and has the channel marked by bushes, but even this has scarcely water enough for a ship's long-boat at the end of the dry season. The flat-bottomed boats of the natives, which by the way are exceedingly crank, are better adapted for the navigation of the channel, although they are often detained within the river for one or two days for want of sufficient depth of water. At this entrance there is a Custom House protected by a breast-work and wooden palisade and surrounded by a chevaux-de-frise of the same material, the whole being in a very dilapidated condition. The export duties, which vary in amount up to 16 per cent, are here levied in kind.

The town does not contain more than 400 or 500 houses, but as the country is intersected by numerous creeks, each of which has one or two large villages on its banks, the neighbourhood is populous, and the quantity of grain exported considerable. The Governor usually resides at a place called Bumbi, a mile and a half above the town, and here also are large store-houses belonging to the King, where grain and other produce is stored, either for his own vessels, or for sale to traders. Even with this advantage, however, the process of loading a vessel is a very tedious affair, as the natives are exceedingly dilatory. The most enterprising of the inhabitants are the Chinese, who are the principal traders.

Justice is administered by the Governor, each party pleading his own cause. On one occasion, when a prahu arrived from Siam to demand the delivery of some Chinese who had committed some offence against the laws of Siam and had taken refuge at Kampot, one of the principal merchants acted as pleader for the prisoners, who were brought into Court with their hands tied behind them. His arguments seemed to have considerable weight with the Governor, but judgment was pronounced against them, and they were delivered over to the Siamese emissary. The offence with which they were charged was selling opium, and I was informed that the punishment that awaited them was death and

confiscation of their property and slavery to their wives and children. Accounts of these transactions were taken down by clerks for transmission to the king at Oudong.

Elephants, and wheeled carriages of a light construction, not unlike canoes on wheels, are employed for overland travelling and the transport of merchandise, but the roads appeared to be very indifferent. I saw no manufactures carried on among them except silk-weaving, which is generally performed by the women, who, by the way, are very unfavorable specimens of the gentler sex, and their mode of dressing the hair, which is cut short and brushed up to stand on end, does not improve their appearance. The men seemed to be chiefly employed in husking paddy or fishing. Fish are to be purchased in the bazar, but during our long stay at the anchorage, not a single boat came alongside the brig with fish for sale, although numbers passed us every day. We were visited, however, by several Siamese prahus, under pretence of selling salt fish, but in reality to trade. Nothing could induce them to proceed up the Kampot river, and on leaving us they generally steered in the direction of Cancao or Ahtien, between which place and Kampot a considerable intercourse is kept up. Most of the junks which took in cargo at Kampot during our stay, about 60 in number, obtained portions of their lading at both places. In addition to the employments mentioned above, the Chinese settled here repair junks very cleverly in small cuttings on the banks of the river, resembling mud-docks, and several large prahus were in the course of construction, the material being teak-wood, which I was informed came from Siam.

The coin in common use is similar to the Chinese cash, but of inferior quality, 1,200 of which are the exchange for a dollar. Siamese kops or tikals, and silver ingots of about fifteen dollars value, are also in use as a currency. The system of numerals extends only to 5, higher numbers being compounds, as 5 and 1, 5 and 2 &c. &c.

Provisions can be purchased in the bazar, but not without delay, as they have to be collected from the surrounding country.

Fresh water was scarce and of inferior quality during our stay. Our casks were filled at a tank or pond close to the Rajah's residence at Bumbi, but during the rainy season, some wells within the palisade of the custom-house at the mouth of the river, which were dry at the time of our visit, will probably contain water, in which case the labour of proceeding up the river will be saved.

The winds were mostly from south-east during the months of March and April, with heavy squalls occasionally from N. W. and sometimes from E. N. E. The thermometer generally stood at 87°, but sometimes as high as 90° and 91°. We experienced no ill effects from climate, not having had a single case of sickness among the crew during our stay; but I was given to understand

that on shore the case was otherwise, ague and dysentery being prevalent.

II. OVERLAND JOURNEY FROM KAMPOT TO THE ROYAL RESIDENCE.

To the Editor of the Singapore Free Press.

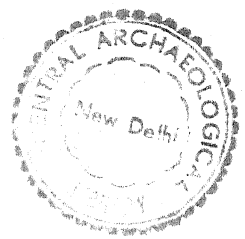
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NOTICES OF THE COAST OF CAMBODIA FROM KAMPOT TO
CHENTABON.

By Captain G. D. BONNYMAN.

[A very interesting notice of the Port of Kampot, with directions for the Eastern channel, appeared in the number of this journal for July last, (vol. v. p. 430) and we are again indebted to Captain Bonnyman for some valuable information concerning that locality. The Gulf of Siam has never been systematically surveyed, and European intercourse with the east coast of the Gulf having ceased for nearly a century before it was re-opened from this port a few years ago, the coast line continues to be laid down in modern charts from the tracings of early European navigators, whose observations were made at the time when hydrographical science was in its infancy. Intercourse with Siam and the eastern side of the Gulf is rapidly increasing, no less than six square-rigged vessels belonging to the Port of Singapore, of the aggregate burthen of 1,036 tons, having arrived here with cargoes direct from Kampot since Christmas, a period of less than three months. The time has therefore arrived when commercial interests require a systematic survey of the entire Gulf, but in the meantime navigators will gladly avail themselves of the information so liberally tendered by Captain Bonnyman. Shortly after the return of the *Pantaloön* to Kampot from the trip that is detailed below, intelligence was received that a large ship, which had been

seized by the Chinese emigrants on board, had arrived on the coast to the south of Kampot, where she had been abandoned. The *Pantaloön*, accompanied by the *Polka*, also belonging to this port, proceeded in search of her, and although unsuccessful, (the ship having being brought to Singapore by the survivors of the shore officers and crew) the necessary close examination of the shore enabled Captain Bonnyman to fill up the coast line from Kampot to the South Point of Cambodia, so that we shall soon be able to give a lithographed sketch of this part, which will complete the entire western coast line of Cambodia.]

KAMPOT. *Western Channel.*—The channel to the eastward of Koh Tron or Koh Dud has hitherto been most frequented by ships resorting to Kampot, but it is not well suited for vessels of a large class, as a spit, with only 3 fathoms water upon it in some places, extends from the Twins in a northwesterly direction, nearly the whole distance across the channel to the Koh Dud shore, forming a sort of bar, with overfalls which are alarming to strangers. The western channel, on the other hand, has depth of water sufficient for the largest ship, but the navigable part is contracted by a shoal or reef which lines the coast to the westward of the anchorage, and extends more than mid-channel across towards the Koh Dud shore. This shoal reaches as far as the islands which lie in the entrance of the channel, and it must be approached with caution, for near the edge of the bank the water shoals suddenly from 5 to 2 fathoms. The lead is the best guide. A reef, visible at low water, also extends $1\frac{1}{2}$ miles from Rocky Point, the north extreme of Koh Dud. The north end of Temple Island on with a small cone-shaped hill or island between Peaked Island and the Kep Mountain, leads clear of this reef, with no ground at 15 fathoms. With the *south* end of Peaked Island in transit bearing with the cone-shaped hill, the soundings are 5 fathoms, close to the end of the reef. When bound out by the western channel, a W. S. W. course after passing the reef of Rocky Point leads up to the widest opening through the islands lying in the entrance of the channel, which are visible from the Road of Kampot. The north side of Koh Dud forms a deep bay, into which a vessel may stand with safety should she have to work through the channel.

MIDDLE ISLAND or Tian Moi, is the leading mark for the mouth of the western channel. It is a tolerably large island, of moderate elevation, with a few fishermen's huts on the south side. On the north-west side there is a small sandy bay, in which a vessel can anchor in 4 fathoms about half a mile off shore, and fill up her fresh water very expeditiously. The watering place is indicated by a clearing in the forest, made by the crews of native vessels which resort to the spot to procure fire-wood. A ship's long boat can lie close alongside the beach, and as the watering place is only a few paces distant, the casks can be filled with

great convenience. There is a small round islet on the west side of Middle Island which must be approached with caution, as a spit projects from it about a mile to the S. W. The space between Middle Island and the extreme of the mainland is chiefly occupied by an island of a larger size, called Ta Chi Chow.

The navigable channel lies to the south of Middle Island, between it and a cluster of islets and rocks called Kappan Moi, which lies off the north-west point of Koh Dud. The soundings in mid-channel are 23 fathoms, and the cluster of rocks which bounds it to the south, appears to be steep-to.

There is a group of islands some distance out from the western entrance, the principal of which is a peaked island called Tank-walla, in Lat. $10^{\circ} 19' N.$, Long. $103^{\circ} 11' E.$ Some dangerous reefs exist in their neighbourhood, but the channel between them and Koh Dud is safe, with soundings in from 15 to 20 fathoms.

RONG SAM LEN is an island about 30 miles in circumference with several sandy bays on its outer side. The south point is in Lat. $10^{\circ} 34' N.$ Long. $103^{\circ} 18' E.$

KOH RONG is about 12 miles long, and like the former is moderately elevated, and covered with trees. There are two bays on the west coast in which we saw some white cliffs. The point of land which separates them is in Lat. $10^{\circ} 44' N.$ Long. $103^{\circ} 10' E.$ Both islands are uninhabited.

These islands front a deep bay called Ka Pong Som, at the head of which is a river of considerable size. As the town of Ka Pong Som, which is under the Cambodian government, was said to be two days journey up the river, we did not visit it. The trade is represented as inconsiderable. Samit, the western extreme of the bay, is in about Lat. $11^{\circ} 4' N.$ Long. $103^{\circ} 07' E.$ It was passed during the night. The island Koh Samit lies close to the westward of the point.

OKISOO or Kusrovie Rock, a round islet about 35 feet high and bare of vegetation, lies to the westward of Koh Samit, distant about 20 miles. It appears to be steep to except on the S. E. side, from which a small reef projects. We made it in Lat. $11^{\circ} 7' N.$ Long. $102^{\circ} 48' E.$ from its bearing and distance from the position of the ship at noon, the distance being estimated from the height at which the surf line was visible. As we were becalmed in this position until night, we had no opportunity of settling the point by cross bearings. This rock is in a transit with Koh Koot, bearing N. $22^{\circ} W.$ (true.)

KOH KONG, a large high island covered with trees, lies near the coast to the north-west of Okisoo. It is inhabited by a few gamboge collectors and fishermen. The highest and southernmost of two quoin-shaped hills, which forms a peak, is in Lat. $11^{\circ} 24' N.$ Long. $103^{\circ} 2' E.$ The north extreme of the island must not be approached too closely, as a shoal extends from it parallel with the coast of the mainland, and is continued to the northward

beyond the mouths of the Koh Kong river. There are three entrances to this river, but the northern-most is the principal. It may be distinguished by a round hill near the sea which makes like an island when seen from the offing, and also by the trees on the north bank being much higher than those on other parts of the coast. When standing in for the bar the soundings decrease very regularly. We took up our anchorage in 3 fathoms about 4 miles off shore, in Lat. $11^{\circ} 32'$ N. Long $102^{\circ} 56'$ E. from which the following bearings were set:—

Koh Kong Peak.....	S. 35° E.
Peak of Koh Koot.....	N. 80° W.
Mouth of the River.....	N. E. by E. $\frac{1}{2}$ E.

These bearings put a ship close to the bank which has already been alluded to as extending from Koh Kong along the coast to the north.

There is no town here, the inhabitants being scattered in villages erected along the banks of the river. The principal trader, who is also chief of the place (for there is no regular governor) resides at a village about four hours' pull up the north branch. There is very little trade, the only article exported in considerable quantity being gamboge, which is sent to Bangkok for sale. It can only be purchased on the spot with Siamese *tikals*, the people refusing to take goods in barter. The inhabitants appear to be in a state of great poverty, and to be but little advanced in civilization. The place is under the rule of Siam.

From the Kong river the coast extends about N. N. W., and begins to change its aspect, rising into long ridges of table land and numerous peaked hills, over which are seen a distant range of very lofty mountains. The general direction of the ranges appears to be from N. N. W. to S. S. E. There is said to be no settlement on the coast between Kong river and Tung Yai. A chain of islands extends parallel with this part of the coast, the southernmost of which is

KOH KOOT, a high and level island, well-wooded, and without permanent inhabitants. A conical hill near the south-west extreme of the island, the height of which by trigonometrical measurement is about 1,014 feet, is in Lat. $11^{\circ} 36'$ N. Long. $102^{\circ} 34'$ E. The soundings between the island and the main are regular, in from 12 to 14 fathoms, decreasing gradually towards the coast.

KOH CHANG, which terminates this group to the north, (the intermediate islands being small and presenting nothing worthy of notice) consists of a mass of peaked hills separated by precipitous ravines. A table hill near the middle of the island, upwards of 2,000 feet high, is in Lat. $12^{\circ} 1\frac{1}{2}'$ N. Long. $102^{\circ} 23'$ E. On the north-east part of the island are some huts, where a sort of Coast-Guard is stationed.

TUNG YAI Point, the extreme of the land which forms the

western boundary of the entrance to the Tung Yai river, has the appearance of a low woody island when first seen from the southward. It is in Lat. $12^{\circ} 2' N.$ Long. $102^{\circ} 39' E.$ The channel into the river is said to be close round the point, and along the land to the north. We did not visit it, as the trade is inconsiderable, and the rice and pepper which are the chief exports, are carried to Chentabon.

The channel between Koh Chang and the main land is much contracted by an extensive bank which stretches from the main land half way across the strait, with rocks above water on some parts, and a dangerous ledge only visible at low water spring tides on its south-west side. While beating through this channel to the N. W. against a strong head-wind, with a considerable sea running, we saw no appearance of breakers, but a native boatman who was my informant assured me of its existence, although he could not point out its exact position. He described it as being about the length of a ship. To avoid this ledge, it is prudent to tack when the water shoals to 4 fathoms while standing off from the rocky islets which front the east side of Koh Chang. These islet are safe to approach, as the soundings are $4\frac{1}{2}$ to 5 fathoms pretty close to, but the passage between the islets and Koh Chang should not be attempted. Junk-Rock Point, at the north-western entrance of the Strait, is in Lat. $12^{\circ} 10' N.$ There is a rock 3 or 4 feet above water off the point, to the south of which lies the fairway, with soundings in 6 fathoms. The southernmost of the cluster of islets close to the westward of the point has a reef projecting from it to seaward. When rounding the point a ship should be prepared to encounter sudden gusts of wind which sometimes blow with great violence for a time. From Junk-Rock Point the land trends N. by W. and N. N. W. to

CHENTABON RIVER, which may be known by a white cliff on the point which forms the western side of the river's mouth. This cliff is a good land-mark. It is composed of an indurated clay, which has become white, and assumes the appearance of chalk. As the water shoals gradually towards the shore, a ship may anchor to the southward of the cliff in any depth that is deemed necessary. The following bearings were taken from the anchorage a mile to the south of the cliff in $3\frac{1}{2}$ fathoms at low water:

Haycock Island....	W. by N.	distant $1\frac{1}{2}$ mile.
Bar Island.....	N. E. by E.	„ 1 „
Chentabon Hill....	N. 57° E.	
Koh Chang (centre)	S. 37° E.	

Vessels of light draught can enter the river by the channel between Bar Island and White Cliff Point, but as it is very narrow, it would be necessary to warp in with a head wind. The inner anchorage is near the fort, in 3 or 4 fathoms. Bar Island has a remarkable rock on its eastern side, standing detached.

There are two forts near the mouth of the river, one on a rising ground inside White Cliff Point, and the other on a sandy point on the east bank. The latter has embrasures for forty or fifty guns, but only 10 of large calibre and 4 smaller guns are mounted on the sea face. The wall on the opposite side, which abuts on the river, is giving way, probably from the nature of the foundation. The fort is in Lat. $12^{\circ} 27' 07''$ N. Long. $102^{\circ} 8'$. The difference of longitude from Kampot given by the Chronometers places it 4' further west, but the sudden change of temperature had so altered the rates of both watches, that comparatively little dependence could be placed on their results. I have therefore adopted the longitude given above from the bearing and distance of points whose position we had previously ascertained. High water at the fort took place at noon on the day of the new moon, and on the two following days it occurred about the same time. Rise and fall 12 feet. The flood ran 9 hours, and during the remaining 15 the ebb set out with great strength.

The town of Chentabon lies N. E. of the fort by rough bearing, distant 9 or 10 miles, but the windings of the river nearly double the distance. It consists of a large number of houses, mostly of bambu and atap, erected on the right bank of the river. The Governor, who at the time of our visit was superintending the construction of a fort below the town, received us well, and made no objection to our visiting Chentabon, but at the same time gave us to understand that Bangkok was the only port open to trade. Our stay was therefore short, and our passages up and down the river having both occurred during the night, I can afford little information concerning the country. The banks of the river are low, and in the neighbourhood of Chentabon the land is well cultivated. Further inland the country is undulating, with some hills of considerable height. The inhabitants seemed active and industrious, and at the time of our visit were busily employed in getting in the harvest. They shewed us much civility and hospitality, and I regret that we had not occasion to spend more time among them.

The produce of the surrounding country is sent to Bangkok, cash advances being made by merchants there to enable the producers to cultivate the ground. Rice was cheap, but not abundant. The weather was exceedingly cool while the strong north wind prevailed, the thermometer being as low as 65° at sun-rise.

On the return voyage to Kampot we passed outside all the islands. The outer line of soundings in the accompanying sketch will point out our track. We met with nothing worthy of attention that had not been observed during the previous passage along the coast.

REMARKS ON THE SOUTH-WEST COAST OF CAMBODIA.

THE position of Pulo Ubi as given by Horsburgh appears to be nearly correct. It is a high hilly island, the highest summit appearing nearly in the middle when seen bearing East, with two saddle-shaped hills to the Northward, and a quoin-shaped one to the Southward.

Between this island and the main, there is a deep run of water 14 and 15 fathoms, shoaling gradually to 10 as the shore is approached, but after this it grounds up rapidly to 3. (In rounding to, to anchor to the Southward of the point in 6 fathoms, the Pantaloon swung into 3 fathoms.)

The tide runs through this strait with a velocity of 4 and 5 knots, but the rise and fall is very trifling, even in the springs, and seldom exceeds 4 feet. The banks to the Southward of this coast seem to be gradually extending, as Captain Welsh, of the Polka, who has twice adopted this channel in his passage to Kampot, tells me that with Pulo Ubi bearing W. $\frac{1}{2}$ S. and distant 10 or 12 miles, he had soundings of only $3\frac{1}{2}$ and 4 fathoms, and carried these depths until close up to the island. Many ships pass through without heaving the lead, (a precaution that should never be neglected in these seas,) from seeing the deep water marked in the charts.

Camao Point, or as it is called in Horsburgh's charts Mui Sha Kaoc, is in a transit with the highest part of Pulo Ubi bearing S. 30° E. (true). It is low and covered with trees, and has several ranges of fishing stakes off it, beyond which shoal water extends some distance. Several ships have grounded on this spit by hauling up too soon after rounding Pulo Ubi, and to avoid it it is necessary not to bring Pulo Ubi more to the Southward than S. E. by E. until round the point.

Camao river is in Lat. $8^{\circ} 38'$ and Long. $105^{\circ} 0'$ by an estimated distance. The soundings about 4 miles off are 5 fathoms, and by the natives' account there are 3 fathoms in the river's mouth. This I had not an opportunity of verifying. There seems to be but little trade carried on here, and the boatmen stated that all intercourse with European vessels was strictly prohibited by their Mandarins, and if such was known to have taken place the punishment was death.

The coast above Camao river is uniformly low and level, without any feature of interest, or any town of consequence until Teksia is reached.

False Pulo Ubi, or Man Noi is a moderately sized island, with two or three low hills on it covered with trees. It bears from Pulo Ubi N. 30° E. (true) distant 11 leagues. S. 29° E. from False Ubi (by a transit bearing) is another low island distant

about 5 miles, to the Southward of which are some rocks and shoal water. The channel between these and the main land is safe with 7 fathoms about mid channel.

There are no more islands in the offing, until Pulo Dammer with its contiguous group of islets is approached. This island was formerly placed too far to the Southward, but having now passed it 10 or 12 times, I have had an opportunity of correcting its position. The highest peak is in Lat. $9^{\circ} 40' N.$, Long. $104^{\circ} 22'$ reckoned from Singapore Flagstaff, according to Ross. The name given by some of the natives to this island is "Patchow," but the greatest difficulty is experienced in ascertaining the proper names of the various places in this part, owing to the variety of languages in use.

Having two boats engaged,—one from Cancao, the other from Camao, we found that their crews could not agree in any way about these names, and this perhaps accounts for many islands being laid down that do not in reality exist. It might tend in some measure to reconcile the differences arising from this cause, if a short list could be procured of the most common words in use, such as island, rock, mountain, cape, &c. in the various languages in use about these seas, as perhaps by the prefix or termination we might be able to tell to which language the name belonged, and thus form a judgement as to its being a *new* island, or another name for an *old* one.

The channel between Pulo Dammer and the Brothers leading to Kampôt is safe to beat through, but the *South* end of Dammer should not be approached within 5 or 6 miles, as a spit steeply projects from it.

To the N. E. of Pulo Dammer is a large high island with two summits, the southernmost a flat table hill, and the northernmost peaked. On the south and east sides these hills descend steep to the beach, they are covered with trees, and the island appears to be uninhabited. The north peak is in Lat. $12^{\circ} 48'$ Long. $104^{\circ} 40'$. The name of the island is Tamassou. Between it and the main the soundings are 4 and 5 fathoms, and this is the channel generally adopted by Junks proceeding to Teksia and Cancao.

Teksia is a place of considerable trade, the river being large and running through a fine rice country, near the mouth is a high island called Teksou in Lat. $9^{\circ} 58'$ Long. $104^{\circ} 51'$. On rounding this island we came suddenly upon a fleet of upwards of 40 Junks at anchor, and as it is said to be a noted place for pirates, we took the precaution to arm the boats well before visiting them. They proved, however, to be trading Junks from various parts of China, and one or two were from Singapore. They were loading rice, which was generally procured by barter.

From this anchorage the hills about Cancao are seen, the land running in a bay to the N.W. As however we lost all traces of

Sketch of the South-west Coast of CAMBODIA
By G.D. Bonnyman

Toklang M^t
or
Elephant Range

Pyramidal Hill

Bunle
or
Sainpong Boi

Keo
or
Peaked Is.

Hills about Cambo

Koh
Tran
or
Dud

Twin

P. Tenere
or
Maught

Omegal

Tamussou

P. Damner
(Patchow)

P. Panjange
(p.d.)

P. Ubi
(Man-nai)

Cambo R.V.

Cambo P.

P. Ubi

low level & thickly wooded

the object of our search at this port, we did not proceed to Cancao, but returned to Kampöt by the channel between Tamassou and Texere or Hinghae, the soundings in which were generally 4 fathoms. A vessel belonging to Singapore arrived at Kampöt during our stay, which had called at Cancao for water, but was peremptorily ordered away without being allowed to land. I could however learn nothing of the route she had taken.

Cancao is a place of considerable traffic, not only owing to its own produce, but from the canal which leads from it across the country, and by which many boats and small Junks proceed to Saigon. A determined opposition however is made to any exports being made by it from the interior of Cambodia, and I believe on one or two occasions boats have been sent back after coming the whole way from Oodong. The consequence is that much valuable produce is lost for want of the means of transport.

G. D. Bonnyman.
