



Illustration 1. View of Canton showing junk *Samjeck* (Sanyi) anchored before the city, ca. 1770s.

## Questionnaire concerning Chinese Junks and English Ships from and to Amoy, Canton and Ningpo answered by Chinese Nakhodas, 20 January 1701

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## 1 Introduction

Paul Arthur van Dyke, “Questionnaire concerning Chinese Junks and English Ships from and to Amoy, Canton and Ningpo answered by Chinese Nakhodas, 20 January 1701”. In: *Harta Karun. Hidden Treasures on Indonesian and Asian-European History from the VOC Archives in Jakarta*, document 6. Jakarta: Arsip Nasional Republik Indonesia, 2013.

BY PAUL ARTHUR VAN DYKE

The “Questionnaire concerning Chinese junks and English ships from and to Amoy, Canton and Ningpo answered by Chinese nachodas, 20 January 1701”, in the Harta Karun collection, is a good example of the treasures that can be found in the Arsip Nasional Republik Indonesia.

Dutch East India Company (VOC) officials in Batavia needed to keep track somehow of what their competitors were doing in Asia. After the Qing Dynasty opened its ports to trade in 1684, China’s maritime commerce with the outside world began to expand. This posed a considerable threat to the Dutch trade in Batavia. Not only could other Europeans now go directly to China to obtain Chinese wares, but the Chinese junk trade to Southeast Asia also began to expand.<sup>1</sup>

After several experimental voyages to China in the late 1680s and 1690s, English and French ships began frequenting China on a more regular basis. The date of this questionnaire is particularly interesting because it is at the beginning of what later

became a very regular and substantial Sino-European trade at Canton.<sup>2</sup> The Dutch knew that this trade was expanding, because they had been keeping track of the ships passing through Batavia.

In 1698, for example, the Dutch reported to the directors in Holland that ten English ships stopped at Batavia that year and their destinations were Borneo and/or China; in 1699, the Batavia officers reported that five junks arrived from Ningbo, three from Amoy, two from Canton, and two small ships from Macao. In this year, the English had sailed up the coast to Ningbo and sent two ships to Canton; and in 1700, they reported that out of 13 English ships that had visited Batavia, six were bound for China.<sup>3</sup> The Dutch officers needed to know more clearly what was happening in China’s foreign trade, which is why the questionnaire was created.

The best place for the Dutch to get the information they wanted, without going to China themselves, was to question the captains (nachodas) of the Chinese junks arriving at Batavia. These men would know which ships and junks had arrived and left China as well as some basic details about their trade. The junk captains needed this information as well so they could better manage their trade and remain competitive.

Some of the information gathered from the questionnaire was reported to the VOC directors in the Netherlands. In a letter dated 28 January 1701 (eight days after the questionnaire), the

<sup>1</sup> Leonard Blussé, *Strange Company. Chinese settlers, mestizo women and Dutch in VOC Batavia*. Providence: Foris Publications, 1988, chapter 6.

<sup>2</sup> Paul A. Van Dyke, *The Canton Trade: Life and Enterprise on the China Coast, 1700–1845*. Hong Kong: Hong Kong University Press, 2005; reprint, 2007, chapter 1.

<sup>3</sup> W. Ph. Coolhaas, *Generale Missiven van Gouverneurs-Generaal en Raden aan Heren XVII der Verenigde Oostindische Compagnie, vol. VI: 1698–1713*. 's-Gravenhage: Martinus Nijhoff, 1976, letters dated 10 June 1698, 46, 20 Jan. 1700, 103, 20 Jan. 1700, 114.



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Illustration 2. A Chinese Junk, 1804.

Dutch reported that there had been four English ships at Ningbo (Nimpho), five ships at Amoy and three ships at Canton. They mentioned that the English had sold their goods in China at a profit, and that there were eight Chinese junks that arrived at Batavia this year.<sup>4</sup> This information had been taken from the questionnaire.

The more specific details mentioned in the questionnaire about the contents of the English, Portuguese and junk cargos, the number of vessels and crew sizes, were needed for officers in Batavia to manage their trade better. Rather than go directly to China to get Chinese wares, the Dutch relied on the junks bringing those goods to Batavia. Some of these Chinese products were then reshipped to Europe aboard VOC ships. By keeping track of what the English and other Europeans were selling and purchasing in China, the VOC gained a better idea of how to manage the ordering and purchasing of junk cargos coming to Batavia, and what Chinese items should be sent to Europe. And by keeping track of what the Portu-

guese ships in Macao and the Chinese junks were doing in Southeast Asia, the Dutch officers gained a better idea of how to manage their intra-Asian trade.

By 1728, the Dutch had decided that depending on the junks to bring Chinese wares to Batavia, and then transshipping those goods to Europe was no longer effective. From that year forward they began sending VOC ships directly to China, as the English, French and others had long been doing. After this direct trade began, the Dutch then gained first-hand information of what was happening in China. But seventeen years earlier, in 1701, it still looked like the best approach was to continue depending on the junks to bring Chinese goods to Batavia.

This questionnaire is a wonderful example of the data that can be found in the Dutch records. There are no comparable details available in Chinese records about this trade, which means that much of the data can only be found in Dutch records. After the VOC began sending its own

<sup>4</sup> Coolhaas, *Generale Missiven*, vol. VI: 1698-1713, letter dated 28 Jan. 1701, 148.



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ships directly to Canton, the Dutch officers in China collected information from junk captains who arrived there.<sup>5</sup> Today, those Dutch records are among the only documents we have that discuss the Canton junk trade to Southeast Asia. In fact, if we did not have those Dutch Canton records, we would know almost nothing about that commerce.<sup>6</sup>

As far as the present questionnaire is concerned, besides helping us better understand what was happening at Batavia, the document also records what was happening along the South China Coast in 1700. It gives us a general idea of the numbers of Chinese junks involved in the trade to Southeast Asia. This document, and the many others like it in the *Arsip Nasional Republik Indonesia*, add

wonderful details to the history of Asia that we cannot get from any other sources.

## References

- Blussé, Leonard, *Strange Company. Chinese settlers, mestizo women and Dutch in VOC Batavia*. Providence: Foris Publications, 1988.
- Cheong, Weng Eang, *Chinese Merchants in Sino-Western Trade, 1684-1798*. Richmond: Curzon Press, 1997.
- Van Dyke, Paul A., *Merchants of Canton and Macao: Politics and Strategies in Eighteenth-Century Chinese Trade*. Hong Kong: Hong Kong University Press, 2011.

<sup>5</sup> See, for example, the Dutch *dagregisters* from Canton and Macao, which contain much information about China's trade to Southeast Asia. Some of this information was collected from the junk captains, see Paul A. Van Dyke and Cynthia Viallé (eds), *The Canton-Macao Dagregisters. 1762*, Macao: Cultural Institute, 2006; *Idem 1763*, 2008; *idem 1764*, 2009.

<sup>6</sup> For a discussion of the Canton junk trade to Southeast Asia, including names of junks, destinations, owners, and lists of junk cargos, much of which came from Dutch records, see Paul A. Van Dyke, *Merchants of Canton and Macao: Politics and Strategies in Eighteenth-Century Chinese Trade*, Hong Kong: Hong Kong University Press, 2011, Chapter 4 and Appendices 4A-4M.



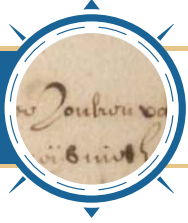
## 2 Transcription of the Dutch text

Paul Arthur van Dyke, "Questionnaire concerning Chinese Junks and English Ships from and to Amoy, Canton and Ningpo answered by Chinese Nakhodas, 20 January 1701".

UIT: DAGHREGISTERS VAN BATAVIA, 20 JANUARI 1701 [BEGINNEND BIJ FOL. 25.]

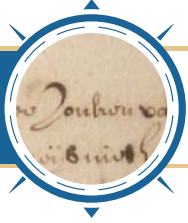
*Nog wierd heden ter Generale Secretarye besteld eenige vraag-poincten door de anachodas der Chinese joncken beantwoord, behelsende sodanige saken als bij de volgende insertie van dat geschrift te lesen sijn:*

Antwoord op de nevenstaande vragen	Vragen aan de Nachoda's der Chinese jonken te doen
Nimpho	
Agt jonken sijn er voorleden jaer van hier na Nimpho vertrocken, waervan er vijf behouden sijn aangekomen en d'andere drie verongeluckt.	Hoeveel jonken 't verleden jaer van hier na Nimpho geretourneert, en of die alle daer behouden gearriveert sijn of niet.
Twee jonken sijn er anno passado van Banjer naer Nimpho vertrocken daervan er één onderwegen is verongeluckt. Ingelijx sijn 'er twee jonken van Johor weder na Nimpho vertrocken, die de reys niet hebbende konnen gewinnen; den eenen in Tonquin is aangekomen, en den anderen (soo men meend) het na Canton geset heeft, sijnde anno passado geen Nimphose jonken in Siam, Combodia, nog Quinam geweest.	Item of er eenige jonken van Banjer of Johor, Siam of Combodia, of Quinam in Nimpho sijn gekomen en hoeveel.
Dit jaer stonden van Nimpho na Batavia te komen vier jonken, waervan er drie bereets sijn gearriveert, sonder dat 'er eenige andere jonken buyten dese in Nimpho waren om ergens anders ten handel te vertrecken.	Hoeveel jonken dit jaer van Nimpho in 't geheel staan hier te komen, en of er ook nog eenige andere na Banjer of andere plaetsen stonden te gaan.



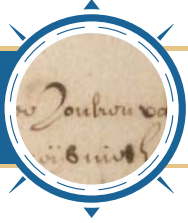
## TRANSCRIPTION OF THE DUTCH TEXT

Vier Engelse schepen sijn der verleden jaer in Nimpho geweest.	Item hoeveel Engelse schepen 't verleden jaer tot Nimpho sijn ten handel geweest en grote of kleene schepen.
En hebben aldaer verhandelt diverse vaderlandse manufacturen van lakenen, grijnen, perpetuanen, barnsteen, en bhaer silver, item thin, en poetsjoek en andere waren meer, die men om dies kleen belang niet emen kan.	Wat goederen die Engelse schepen daer hebben aangebragt om te verhandelen van lakenen, peper en andere goederen, ook silver.
En wederom ten duursten ingekogt een redelijcke quantiteyt goud in schuitjes, zijde damasten, pelangs, alluyn etc. sonder 't effectief getal van elx te kunnen seggen.	En wat Chinese waren in retour deselve Engelsen wederom hebben ingekogt.
d'Engelse hebben haren handel op 't eyland Xeuxan gedreven en niet in Nimpho, daer niemand van d'hare is geweest.	Of d'Engelse en andere handelaers tot Nimpho selve ofte wel op Xeuxa ofte het papeneylant haer negotie drijven.
En hebben sij haer altijd op 't voorschreve eyland gehouden.	En of de hoofden der Engelse ook bij de regenten tot Nimpho eens of meermaels selve sijn geweest, ofte alleen op het papen eylant sig tesamen blijven ophouden. [fol. 26]
Den 10e december jonstleden sijn de drie alhier sijnde jonken van Nimpho vertroocken, en den 9e en 10e deser [januari] hier gearriveerd.	Hoe lange of wanneer dese jonken van Nimpho vertroocken sijn.



## TRANSCRIPTION OF THE DUTCH TEXT

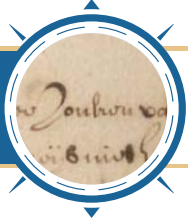
Op haer vertreck van Nimpho waren d'Engelsen nog met hare schepen aan 't voormelte eyland, en besig met deselve te laden, sonder te weten nog ook te hebben vernomen wanneer dat se stonden van daer te vertrecken, maer wel na de gerugten dat er eenige na Engeland, en d'andere nae Souratta souden gaan.	En of alsdoen alle d'Engelse schepen daer nog waren en hoe lange deselve na de gerugten na haer stonden te vertrecken, en of se alle na Engeland of ook eenige nae Chormandel of Souratta soude gaan.
Den Keyser van China was nog volkomen gesont en sijn rijk in een vredigen staet.	Of den Keyser van China nog gesont en alles in 't rijck van China in ruste is.
Aymuy	
Alle de jonken verleden jaer van hier ten getalle van 5 stux naer Aymuy vertrocken, sijn aldaer behouden aangekomen.	Hoeveel jonken 't verleden jaer van hier na Aymuy vertrocken sijn en of die alle daer behouden gearriveert is.
Vijf Engelse schepen sijn er verleden jaer in Aymuy, dog maer vier ten handel geweest sonder te weten waer se vandaen gekomen sijn.	Hoeveel Engelse schepen 't verleden jaer in Aymuy ten handel sijn geweest, en of die alle uyt Engeland of ook eenige van Chormandel of Souratta gekomen sijn.
Een Engels schip is effen buyten d'Aymuyse rivier in 't uytlopen tegens de klippen geraekt en gebroken, sijnde dit schip ginder alleenlijck aangekomen om gerepareerd te werden, als hebbende na sijn voorgeven een ommelandse reys gedaan, om eenige rovers van sijn natie te observeren, en alsoo door de tijd ontrampoert geraekt.	Of er niet een van die Engelse schepen in Aymuy tegen de klippen verongeluckt is.



## TRANSCRIPTION OF THE DUTCH TEXT

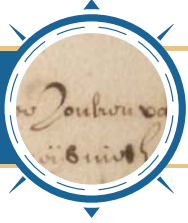
<p>Hebbende sij tot 't repareren haaren bodem in 't eerst geen permissie van de regenten van Aymuy konden erlangen, dog daarna is haer egter gepermitteerd sulx in de rivier van Aymuy te doen, sijnde desen bodem bemant geweest met 274 Europese coppen en niet als van een groot gedeelte ammonitie van oorloge voorsien.</p>	<p>En hoeveel volck en wat ladinge dat verongeluckte Engels schip heeft in gehad.</p>
<p>De goederen bestaende in canon, cruyt en loot en verscheyde geweeren sijn nevens alle dese Engelsen geplaest op seker ontrent Aymuy leggende eyland genoemt Kholongsoe, onder opsigt en bewaringe van eenige Chinese soldaten, want de Chinese regenten hebben de andere Engelse voorgehouden om deselve verdeelt in hare schepen over te nemen, maer sij wouden daertoe niet treden.</p>	<p>En waer het volck en goederen van dat verongeluckte schip bevaren sijn.</p>
<p>Eén van de vier Engelse handelschepen was voor 't vertrek deser jonken al van Aymuy vertrocken, niet wetende waer, en de andere drie lagen nog in ladinge, sonder te weten wanneer of waer na toe souden vertrecken. [fol. 27]</p>	<p>Of d'Engelse schepen of eenige van dien voor 't vertrek deser jonken al van Aymuy vertrocken waren ofte niet, en waer na toe.</p>
<p>De Engelse hebben daer ten handel aangebragt en verkogt verscheyde vaderlandse manufacturen, item barnsteen, bloetcoralen, poetsjoek, bhaer silver etc. seer goede koop, en wederom ten duersten ingekogt thee, goud in schuytjes, zijde damasten, witte en gecouleurt, spialter, poeyer- en stoksuyker, en andere geringe waren meer welckers quantiteyt de annachodas onbewust zij.</p>	<p>Wat coopmanschappen, silver etc. de Engelse schepen in Aymuy ten handel aangebragt hebben, en wat Chinese retourwaren sij daer weder hebben ingekogt.</p>





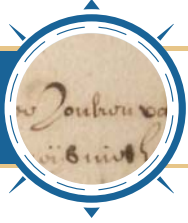
TRANSCRIPTION OF THE DUTCH TEXT

<p>Ook isser een moors sloopje geweest met een ladinge van poetsjoek, die hij aldaer verhandelt heeft, en voorts besig was op 't vertrek deser jonken wederom in te kopen eenig goud, spialter, staefkoper, wat porcelijn, en slegte thee, niet wetende werwaerts hij daarmede sal verrecken.</p>	<p>Of 'er ook andere vreemde schepen buyten d'Engelsen op Aymuy sijn ten handel geweest.</p>
<p>Die 't opsigt over de vreemde negotianten heeft, ontfangt meteenen de thollen en is genaamt Honpho.</p>	<p>Wie 't opsigt van de Chinese regenten in Aymuy over de vreemde negotianten heeft.</p>
<p>De regent van Tayoan wegens den Keyser van China is een Tarter en sorteerd onder die van Hokziew.</p>	<p>Wat voor een Chinees of Tarters regent dat er wegens den Keyser van China op Tayoan resideert, en of die onder de hoofregenten van Hokziew of op sigselven sorteert.</p>
<p>De Chineesen sijn in een groot getal thans op Tayoan woonagtig, en sijn alle onder des keyzers gehoorsaamheyt.</p>	<p>En hoeveel Chinesen jegenwoordig op Tayoan woonagtigh sijn en of dat alle keyzers militairen of een deel daarvan inwoonders, handelaers en visschers sijn.</p>
<p>te seggen.</p>	<p>Hoeveel jonken dit jaer uyt Aymuy staan na Batavia te komen en of er nog meer en hoeveel na Banjar, Johoor of Siam staan te gaan om te negotiëren.</p>
<p>Canton</p>	
<p>Twee jonken sijnder verleden jaer van hier na Canton vertrocken en aldaer behouden aangekomen.</p>	<p>Hoeveel jonken verleden jaer van hier na Canton vertrocken en of die daer alle behouden gearriveert sijn.</p>



## TRANSCRIPTION OF THE DUTCH TEXT

<p>Twee jonken sijn der dit jaer van Canton hier verschenen, en geen meer stonden er te volgen. Na Banjar is er desen jare een ten handel gevaren dog na Johor of Siam geen.</p>	<p>En hoeveel jonken dit jaer uyt Canton na Batavia staan te komen en of er ook meer na Banjer, Johor of Siam souden gaan.</p>
<p>Drie schepen sijn er verleden jaer omtrent Canton ten handel geweest, die se alle voor Engelsen maer geen Francen hebben aangesien.</p>	<p>Hoeveel Engelse schepen 't verleden jaer in Canton sijn geweest, en hoeveel Francen.</p>
<p>En hebben aldaer ter negotie aangebragt diverse vaderlandse manufacturen van lakenen, chergies, grijnen, item barnsteen en bhaer silver etc. [fol. 28]</p>	<p>Wat coopmanschappen, peper, silver, etc. de Engelsen en Francen daer ter negotie aangebragt hebben.</p>
<p>En wederom ingekogt gout in schuytjes, zattijnen, damasten, Chinees lijwaet, spiaulter, alluyn, poeyer- en stoksuyker, radix China, soethout en diverse porceleynen in soorte, mitsgaders Japans staefkoper ook swarte peper van de van hier vertrocke Chinesen tot 5 th. 't picol ingekogt.</p>	<p>En wat coopmanschappen d'Engelsen en Francen in China weder hadden ingekogt om te vervoeren.</p>
<p>d'Engelsen hebben met hare schepen als twee aan Hangsano bij Maccao en een aan Hoeypoey bij Canton gelegen, sijnde die van Canton selve na Hangsano geweest om de coopmanschappen van de Engelsen in te kopen, maer de Engelsen die aan Hoeypoey lagen, quamen dagelijx met hare schuyts en boots selve in Canton om hare coopmanschappen te verhandelen, en soo hebben se hare retourwharen ook successive van de Chinesen ingekogt.</p>	<p>Of d'Engelsen en Francen met hun schepen in de stad Canton selve of in de buyten eylanden, of omtrent Haytimon haren handel drijven.</p>
<p>Neen.</p>	<p>En of d'Engelsen en Francen ook een logie of eenig volck in de stad Canton hebben die daer wonen.</p>



## TRANSCRIPTION OF THE DUTCH TEXT

Ook niet.	Item of er ook France en Portugese paters in Canton wonen.
Tot Maccao was er een Portugees scheepje dat (na der gerugten) hier ten handel soude komen, dog naderhand is dat bij haer gestaekt, waervan de redenen de annachodas onbekent sijn.	Of er van Maccaô van de Portugese dit jaer geen scheepje na Batavia sal komen.
Hiervan weten de annachodas niet te seggen.	En hoeveel scheepjens van Maccaô na Goa, en hoeveel na Timor stonden te gaan.
Op 't vertreck deser jonken waren d'Engelsen met hare schepen aan de twee voorm. plaetsen nog in lading, zonder te weten waer se nae toe souden vertrecken en ook niet wanneer.	Of d'Engelse en France schepen op 't vertrek deser jonken nog in Canton waren, en hoe lange daer na gissinge sij stonden te vertrecken.
	En of se alle na Engeland of Vrankrijck, of eenige daer of na Chormandel of Souratta stonden te gaan.
<i>Aldus opgesteld, ondervraagt, en beantwoort, Batavia den 20e January anno 1701.</i>	



### 3 English translation

Paul Arthur van Dyke, “Questionnaire concerning Chinese Junks and English Ships from and to Amoy, Canton and Ningpo answered by Chinese Nakhodas, 20 January 1701”.

FROM : DAILY JOURNALS OF BATAVIA CASTLE, 20 JANUARY 1701 [BEGINNING WITH FOL. 25.]

Today at the Secretariat of the Governor-General some questions were answered by some nachodas of Chinese junks summoned there, concerning such matters as can be read in the following enclosure:

Answers to the questions of the Chinese	Questions to be asked to the nachodas of the Chinese junks
Nimpho (Ningbo)	
Last year eight junks sailed from here to Nimpho, five of which arrived safely, the other, three foundered.	Last year how many junks returned to Nimpho from here and did all of them arrive safely.
Last year two junks left Banjar for Nimpho, of which one foundered during the voyage. Idem ditto, two junks left Johor for Ningpho, which failed to complete the voyage; one arrived in Tonkin; the other (it is thought) was bound for Canton. Last year there were no Ningbo junks in Siam, Cambodia or Quinam.	Item whether any junks from Banjar or Johor, Siam or Cambodia arrived in Nimpho and how many.
This year four junks were ready to set to sail to Batavia from Nimpho and three of them arrived, and there were no other junks except these in Nimpho were [ready] to trade anywhere.	How many junks in total were ready to sail from Nimpho and if any were ready to sail to Banjar or other places.
Last year four English ships put in to Nimpho.	Item: How many English ships were there at Nimpho last year to trade; were they large or small.



ENGLISH TRANSLATION

<p>They traded various goods, of their own manufacture, such as broadcloth, gros-grain, serge <i>perpetuans</i>, amber, silver ingots, tin and putchuck [incense], as well as other wares, too insignificant to mention.</p>	<p>What goods [in the form of] textiles, pepper, and other wares, including silver, did the English ships take there to trade.</p>
<p>And in return they purchased at the dearest prices a reasonable quantity of gold shoes, silk damask, <i>pelangs</i>, alum etc., but unable to specify the exact quantity of each.</p>	<p>And what Chinese goods did the same Englishmen buy up in return.</p>
<p>The English pursued their trade on the island of Xeuxan and not in Ningbo, which not a single one of them ever visited.</p>	<p>Whether the English or other traders pursued their trade in Ningbo itself or on Xeuxan or Pope Island (<i>papen eylant</i>).</p>
<p>They restricted themselves to the aforesaid island.</p>	<p>Whether the chiefs among the English ever visited the regents in Ningbo once or on various occasions, or did they remain together on Pope Island.</p>
<p>The three junks which are here sailed from Ningbo on 10 December last, and arrived here on 9 or 10 [January].</p>	<p>How long ago or when did these junks leave Ningbo.</p>
<p>When they left Ningbo the English were still at said island with their ships, engaged in loading them, without knowing when they would leave, but rumour had it, that some were bound to England and the others to Surat.</p>	<p>And, if all the English ships were still there, how long did rumour have it before they would depart and whether they were all bound for England or to Coromandel or Surat</p>
<p>The Emperor of China was then in sound health and his realm was at peace.</p>	<p>If the Emperor of China was still in good health and all was at peace in the Chinese empire.</p>



ENGLISH TRANSLATION

Amoy	
All the junks leaving from here last year, for Amoy, five in all, arrived there safely.	How many junks left from here last year bound for Amoy and if they all arrived there safely.
Last year there were five English ships in Amoy, but only four to trade, but not known where they came from.	How many English ships were there in Amoy last year to trade, and if they were all from England or were there also some from Coromandel or Surat.
One English ship ran aground on the rocks and broke up in the approach to the Amoy River, but this ship had only come there for repairs, and it is said that earlier [she] had been on a patrol in the region, to watch some pirates of her nation, and also that [she] was ready to be broken up.	Whether or not an English ship had been wrecked on the rocks at Amoy.
When they sought permission from the regents in Amoy to repair their vessel, they were given permission to do this in the Amoy River, as this vessel was manned by 274 European crew members and her main cargo was not a large amount of ammunition.	How many crew members were there and what was the cargo of the wrecked English ship.
The goods consist of cannon, gunpowder and lead and various guns. All these English are located on a small island near Amoy called Kolongsu [Gulangyu 鼓浪屿] under the guard and protection of some Chinese soldiers, because the Chinese regents insisted that other English should take them to crew their ships, but the latter refused to comply with this.	What happened to the crew and the cargo of the ill-fated ship.



ENGLISH TRANSLATION

<p>One of the four English trading vessels had left Amoy before these junks set sail, but her destination was unknown and the other three were still being loaded, but not known when and where they would sail.</p>	<p>Whether these English ships had left Amoy before these junks departed and whither they were bound.</p>
<p>The English brought there to trade and sold various goods of their own manufacture, to wit amber, blood coral, putchuck etc. at the very cheap price and once again purchased the most expensive tea, gold in the form of shoes, silk damasks, white and coloured, spelter, powdered and cane sugar and other trifling wares whose quantity the <i>nachodas</i> did not know.</p>	<p>What merchandise, silver etc. did the English ships bring to trade in Amoy and what sort of Chinese goods did they buy up to take back.</p>
<p>A small Moorish ship had also been there with a cargo of putchuck which she traded locally and when these junks were about to leave they were engaged in buying a little gold, spelter, copper staves, some porcelain, and poor quality tea. It is unknown whither she was bound.</p>	<p>If any other foreign ships apart from the English had been to Amoy to trade.</p>
<p>The overseer of the foreign traders levies the toll directly and is entitled the <i>Hon-pho</i> [Hoppo 戶部].</p>	<p>Who is put in charge of supervising foreign merchants in Amoy by the Chinese regents.</p>
<p>The regent of Tayoan (Taiwan) appointed by the Emperor of China is a Tartar and is under the authority of the man in Hokzieuw [Fuzhou 福州].</p>	<p>What sort of Chinese or Tartar regent has been appointed in Tayoan (Taiwan) by the Emperor of China, and is he subordinate to the chief Hokzieuw [Fuzhou 福州], or does he govern independently.</p>
<p>The Chinese now live in Taiwan in great numbers and all of them obey the Emperor.</p>	<p>How many Chinese now live in Taiwan, are all of them imperial soldiers or are some of these inhabitants traders and fishermen.</p>



ENGLISH TRANSLATION

<p>This year seven junks bound for here were ready in Amoy, two of them have already arrived. Rumour has it that two were to sail to Banjar to trade and they could not say anything about Johor and Siam.</p>	<p>How many junks in Amoy are preparing to sail to Batavia this year and if there are more, how many are bound for Banjar, Johor or Siam to trade.</p>
<p>Canton</p>	
<p>Last year two junks left here for Canton and arrived there safely.</p>	<p>Last year how many junks left here bound for Canton and arrived there safely.</p>
<p>Two junks from Canton have put in here this year, and no more are scheduled to follow. This year one sailed to trade in Banjar, but none to either Johor or Siam.</p>	<p>How many junks are scheduled to leave Canton for here this year and are there others that will sail to Banjar, Johor or Siam.</p>
<p>Last year three ships were in the region of Canton to trade, all were English, no French were seen.</p>	<p>How many English ships were in Canton last year, and how many French.</p>
<p>They brought various wares of their own manufacture to trade, broadcloths, serge, grosgrain, as well as amber and bar silver etc.</p>	<p>What merchandise, pepper, silver, etc. did the English and the French bring there to trade.</p>
<p>Once again they bought gold shoes, satins, damasks, Chinese linen, spelter, alum, powdered and cane sugar, China root, liquorice and various sorts of porcelain, as well as Japanese copper staves and black pepper which were purchased from Chinese who had sailed from here for five taels per picul.</p>	<p>What sort of goods did the English and French buy and acquire in China.</p>





ENGLISH TRANSLATION

<p>The English lay with two of their ships at Hangsano [possibly Hengqin Island [橫琴島] near Macao and one at Whampoa [黃埔] near Canton, and [Chinese] from Canton went to Hangsano to purchase English goods there, but the English at Whampoa went to Canton daily in their boats and skiffs to trade their wares thus successfully buying the return cargo from the Chinese.</p>	<p>If the English and French had actually been in the city of Canton itself or the adjacent islands with their boats and skiffs, or whether they had had traded around Haytimon.</p>
<p>[No answer]</p>	<p>If there are any English or Frenchmen with a lodge or living in Canton.</p>
<p>[No answer]</p>	<p>Idem, if there were French or Portuguese priests in Canton.</p>
<p>In Macao there was one small Portuguese vessel which (rumour had it) would come here to trade, however, she did not do so but the <i>anachodas</i> did not know the reason.</p>	<p>Whether a small Portuguese vessel would come to Batavia this year.</p>
<p>The <i>anachodas</i> could say nothing about this.</p>	<p>And how many small vessels will sail from Macao to Goa or to Timor.</p>
<p>When these junks sailed, the English were still loading their two ships in the two aforementioned places, and it was unknown when they would leave or where they were bound.</p>	<p>When these junks were about to sail, were the English and the French ships still in Canton, and [if so] how long was it estimated before they would depart.</p>
<p></p>	<p>Were they were all bound for England or France, or were some preparing to go to Coromandel or Surat.</p>
<p><i>Thus compiled, questioned and answered, Batavia 20 January anno 1701.</i></p>	



## 4 Colophon

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### 5 Folio image

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