

THE
PHILIPPINE ISLANDS,
MOLUCCAS, SIAM, CAMBODIA,
JAPAN, AND CHINA,
AT THE CLOSE OF
THE SIXTEENTH CENTURY.

BY
ANTONIO DE MORGA.

TRANSLATED FROM THE SPANISH,

With Notes and a Preface,

AND A LETTER FROM LUIS VAEZ DE TORRES, DESCRIBING
HIS VOYAGE THROUGH THE TORRES STRAITS.

BY THE
HON. HENRY E. J. STANLEY.

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ET

the Spaniards, and what they take in return are supplies of rice and wine, cotton wrappers, and other baubles of the islands which are wanting in Borneo.

A few ships come on rare occasions to Manila from Siam and Camboja: they bring some bonzoin, pepper, ivory, cotton cloths, rubies and sapphires badly cut and set, a few slaves, horns of the female rhinoceros, the hide, hoofs, and teeth of that animal, and other trinkets; and on the return they take those (the trinkets) which there are in Manila. Their coming and return is between the north-easters and south-westers, during the months of April, May, and June.

The Spaniards make their purchases, gains, and shipments for New Spain of these goods and with the produce of the islands, which are gold, cotton cloths, medriñaques, white and yellow wax in cakes; each one does as best suits him, and they load them in the ships which are to make the voyage, valuing and registering them, because they pay two per cent. export duty into the royal chest of Manila before they sail, besides the freight of the ship, which is forty ducats of Castile per ton, which is paid in the port of Acapulco in New Spain into the royal chest of that port, besides the duties of ten per cent. on the importation and first sale in New Spain.

Since the ships which are despatched with this merchandise are on account of His Majesty, and no others are allowed to navigate, there is usually a great pressure and difficulty in shipping all the purchases; the governor divides the shipments amongst all the shippers according to their respective capital and deserts, examined into by intelligent persons whom he names for that purpose; so that each one knows by the distribution made how much he can ship, and that quantity only is received into the ship, with full account and care taken by confidential persons who are present at taking in the cargo, leaving space for the provisions and passengers which the ships have to take. When they are