

COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA AND SIAM.

1864.

*Presented to both Houses of Parliament by Command of Her Majesty.
May 29, 1865.*

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1865.

No. 15.

Consul Knox to Earl Russell.—(Received May 19.)

My Lord,

Bangkok, March 31, 1865.

I HAVE the honour to forward the Returns of trade of this port for the year ended December 31st, 1864.

I have, &c.

(Signed)

THOMAS GEORGE KNOX.

Inclosure in No. 15.

Commercial Report for the Port of Bangkok for 1864.

DURING the last three years the tonnage cleared at this port has been as follows :—

	Total Tonnage.	British Tonnage.
1862	132,188	26,817
1863	115,914	28,603
1864	171,335	54,771

Thus 1864 shows a large increase in the amount of tonnage cleared at this port. British shipping has fully availed itself of this advantage, the amount employed being very nearly double the average of the last five years.

The large demand for rice in China, together with the almost total disappearance of United States' shipping from these waters, account in a great measure for the extended employment of British vessels.

There has also been a considerable augmentation in the tonnage of Hanseatic vessels employed at this port.

In 1863 the total tonnage was 8,948, which in 1864 has risen to 21,124. These vessels are peculiarly well adapted for this trade, as, having been built with a flat floor and a good amount of beam, they are able to carry their cargoes on a light draught of water. Thus vessels of a considerable carrying capacity are able to load inside the river, and the cargoes are saved the extra expense incurred when conveyed in lighters to those vessels that have to load outside the bar.

The average depth of water on the bar at spring tides is 12 feet 6 inches. The charge for lighterage to vessels loading outside is 7 cents of the dollar per picul of 133 lbs.

The Siamese shipping employed during the last three years has been as follows :—

	1862.	1863.	1864.
Vessels ..	126	104	134
Tonnage ..	47,078	37,981	51,431

Many of these vessels have been constructed in Bangkok by native carpenters. Those built during the last four or five years are fully equal to the average of European vessels.

They are built of teak and well coated with chunam under the copper; although their planking is only fastened to the timber by spike nails, yet there are very few instances, even where they have met with typhoons, that they have damaged their cargoes.

The remainder of the vessels owned by Siamese have been purchased from foreigners.

The principal qualities looked for are a good carrying capacity, with a light draft. During the past year the following vessels have been at this port :—

Name.	Flag.	Foreign Name.	Tons.
Hera ..	American ..	Fairy ..	572
Kum Rye ..	Ditto ..	Jas. Lawrence ..	251
Maria ..	British ..	Maria Gumbrell ..	852
Penguin ..	Ditto ..	Penguin ..	197
Star of Peace ..	American ..	Star of Peace ..	..

There are now five steam-tugs and lighters employed in towing vessels to and from the bar. Three of them belong to an American firm, one to a Siamese, and the other is a British vessel, lately built at Liverpool, and the property of the Captain.

Imports.

The imports for the last three years have been :—

	1862.	1863.	1864.
Goods imported ..	360,601	614,142	793,999
Gold ..	99,972	56,118	100,496
Silver ..	127,085	116,335	273,202
Total ..	587,658	786,595	1,167,597

This Table shows that in 1864 the imports have exceeded those of the two preceding, as, indeed, they have of all former years. There is, however, nothing further remarkable in the increase, as all the articles usually imported into Siam have fairly shared in it. As most of the goods have been imported from Singapore, it is impossible to state exactly their nationality, but from a glance at the Table it can easily be inferred that by far the greater and more valuable part are of British origin.

Exports.

Rice.—The export of rice during the year 1864 amounted to 125,507 tons.

The increased demand for this grain in China has already led to an extension of its cultivation, and will doubtless lead to more. The price at which it sells is ruled entirely by the demand in China, and the growers, who usually bring their own produce to market, must have realized very large profits during the last few years.

The average price during the last year has been 300 per cent. higher than it was before the Treaty of 1855. The land on which the seed is sown belongs to the King, and the rent charged is 2*l.* 10*s.* per acre. In good seasons the return from the seed is ninety-fold.

There is no system of irrigation, the natives trusting entirely to the rains or the overflowing of the rivers for the necessary moisture.

Manure is not used, and the fields are seldom left fallow. The ground is therefore, not so productive as it could be made, nor is new land brought into cultivation at the rate which might be expected.

The extended cultivation has been merely on the land which was formerly allowed to remain fallow. Thus, a person having, say ten acres, used formerly to cultivate five, and leave the rest fallow for that year; now he cultivates the whole ten yearly. The land in the vicinity of the rivers and canals is now mostly taken up; but there can be little doubt, that owing to the increased fertility of the new land, it will be found profitable to cultivate it. The constant employment of the same ground, as above alluded to, will also necessitate new land being brought into cultivation.

Only one crop is sown in the year.

Teak.—The Siamese Government have now withdrawn all obstacles placed in the way of foreigners who wished to engage in the inland teak trade. They have also allowed foreigners to rent and work the jungles in which the teak trees grow.

I have, therefore, no doubt but that a very large trade in this timber will spring up during the next two or three years.

Bangkok possesses some considerable advantages over Maulmain as regards the facility with which the timber can be brought down to it. I have also been informed by those who have visited the forests from which Maulmain is supplied, as also the forests from whence the timber is brought to Bangkok, that in the latter the trees are both more abundant and of a larger size. This last fact is one of considerable importance, as, I believe, good lengths of teak plank, say 60 to 70 feet, are much required in England. There is here no difficulty in finding trees of large girth, of even greater lengths than that above stated.

Their transport from the spot where the trees are felled to the water, by which they are brought down to Bangkok, is the great difficulty. At present the sole means used for dragging timber in the forests is by elephants. These animals are not even assisted by blocks or pulleys, which, it appears to me, would much facilitate their work at a heavy pull, as would rollers, and, doubtless, many other expedients as yet hitherto unemployed. Whether steam-power could be profitably used is a question which will doubtless be solved before long, but the great inequalities of the ground will, I fear, militate much against it. Those foreigners who have obtained leave to work a jungle have a certain tract made over to them, and the payment agreed upon is two rupees for each tree felled.

In order to work a jungle properly an outlay of about 4,000*l.* would be requisite for the purchase of elephants, hire of labour, &c.

Those that have not so large a capital at their disposal could enter into

contracts with the Chiefs of the different districts, who, having much manual and elephant labour at their disposal, will, I am sure, be found willing to bring the logs to the water and hand them over to the purchaser at the rates agreed on. In Siam proper the jungles are under the superintendence of the Governors of the districts; in the Laos provinces they are the private property of the Chiefs, of whom there are five or six in each province.

There are numerous other descriptions of wood in Siam applicable to ship building, but with the exception of "mai takien," the prices are as high as that given for teak, and the great ease with which the latter is worked, together with its well known character for durability, will always give it the preference.

The "mai takien" above alluded to can be had in lengths up to 90 feet. It is a very durable wood, particularly under water, is easily worked, and its elasticity is such that 2-inch planks can be fastened on to the timbers of vessels without the necessity of steaming it. It is to be had in great abundance all along the coast. The present price is high, as the business of bringing it to Bangkok is entirely in the hands of Chinese. The profit which they reap from the transaction must be great, as they charge exactly 100 per cent. more for it in Bangkok than it can be bought at even forty miles distant down the coast.

Sugar.—For many years past the production of sugar has been gradually decreasing in Siam. The heavy taxation to which, in all stages of its production, this article was subjected, is undoubtedly the main cause of its decrease.

This can be easily understood when it is known that the land on which it was grown, the cane itself, the mills and boilers used in its manufacture, and the boats in which it was brought to Bangkok, all and each were taxed, and that not lightly. These taxes, after repeated applications from this Consulate and other quarters, have at last been taken off, with the exception of that on the land, which is 2s. 10d. per acre, and that on the boats is collected on all boats, however employed.

Within the last three months a large steam sugar mill has been erected in the Na-chon-chaise district. The native sugar manufacturers are, I believe, now aware of the great advantage it possesses over their own mills, therefore others will probably be ordered. I am informed by those who ought to be well capable of giving an opinion that the land in the Na-chon-chaise district is peculiarly well adapted for the growth of the cane, and, as the same soil prevails over a very large surface, there is no valid reason why Siam should not take high rank amongst the sugar-producing countries of the world. The cane is that known as the Salangore cane.

Cotton.—It is very difficult to obtain any reliable information as regards the extent of the cultivation of cotton in Siam.

This country, like most others in the East, is doubtless capable of producing large quantities of the plant, and it is merely a question as to whether its cultivation will give a higher profit to the growers than many other articles which the soil is also able to produce. Under the present high prices it probably does, and the fact that the amount brought down to Bangkok in 1864 was 13,000 piculs of clean and 7,000 unclean against 7,200 of the former and 4,550 of the latter in 1863 may be taken as evidence thereof. This cotton was grown at a considerable distance from Bangkok, in the northern part of Siam, and Chinese emigrants from the Island of Hainan are the principal, if not the sole, cultivators.

From the information I have been able to obtain (for I have never visited the district myself), both the cultivation of the plant itself and the means employed in picking and cleaning the cotton are of the rudest

description. A patch of jungle is cleared, generally a new one every year, whereby much good timber is destroyed. The ground is lightly hoed, and the seed sown broadcast at the time that rain is expected.

Nothing further seems to be done until the plant has grown up. There is a small quantity of cotton, about 3,000 piculs, grown in Samui, an island in the Gulf of Siam, but so quiet has this been kept by the Chinese that it was unknown to any European in the place until one month since, when it was discovered by a person whom I had sent there to get information. It has hitherto been exported to Hainan.

As it is hardly probable that the present high price of cotton will long continue, as the article grown in this country is of an inferior description, and could not be improved without a considerable expenditure of capital and labour, neither of which requisites are likely to be available in this country, at least for some time to come, I think it may be safely concluded that the supply of cotton from Siam will not be for many years of any importance.

Siam has many other productions, but, with the exception of sapan wood, of which the supply is large, the amount produced has hitherto been small, which may in some measure be taken as a proof that to supply them is not found sufficiently profitable to induce much labour to be employed in the business. I therefore think that for some time to come the principal productions of Siam will be found to be rice, sugar, and teak.

The production of the rice, as I have before stated, has much increased, and the export trade in this article has become one of considerable importance.

I believe this in a great measure arises from the fact that when the Treaty of 1855 was made, it was agreed that the duty on this article should be paid by the exporters. The tax-gatherers have thus had to deal with Europeans who would not be imposed upon, and the native producers were freed from these harpies.

It is otherwise with sugar, which was subjected to an inland duty levied on the manufacturers, who, doubtless, are often imposed upon.

With regard to teak no provision was made, and it therefore became a monopoly in the hands of one of the King's brothers, who so dealt with the matter that during the last three years the supply has been very far short of the demand. I have prevailed on the Siamese Government to allow foreigners to embark in the business of bringing timber to Bangkok, paying a duty of 20 per cent. of its value on arrival at Bangkok, and I have great hopes of seeing a very flourishing trade spring up. Until the present any large logs were seized for the King, and the Governors of the towns on the river by which the timber passed were also in the habit of taking a log or two from each raft for their own use.

Population.—The population of Siam Proper can only be guessed at; but I imagine it must be about 4,000,000. It consists of native Siamese, Chinese, Cochinese, Laos, Peguans, Burmese, and Malays.

With the exception of the Siamese and Chinese, the others are descendants of the prisoners taken by the Siamese armies in former times. Of these various peoples the Chinese seem to me to be the only one at present on the increase. Far more industrious than the rest, the women prefer them as husbands, and as they do not exact the same amount of work from their wives that a Siamese husband would do, the mother has more time to attend to her offspring.

The consequence is, that more of their children arrive at the age of maturity than those of the Siamese and other inhabitants of this country.

The female descendants of this race are in dress and appearance similar to the Siamese; the males, growing the Chinese tail and dressing similar to their fathers, are not easily distinguished from the native Chinaman.

From this breed have sprung the native merchants of Siam, who are also for the most part the farmers of the revenue.

The European and American residents in this place are in number about 200 persons.

There are eight mercantile houses, two ship chandlers, three steam rice-mills, and two steam-tug proprietors. Besides these there are twenty-two firms managed by natives of Surat and Bombay, some of which have considerable capital at their disposal; and also a large number of Madrassers, principally from the neighbourhood of Pulicat and Nagore, engaged as shopkeepers in Bangkok and some of the large towns of Siam, as well as doing a pedlar business throughout the country.

I had hoped to have had a table of the different taxes levied in Siam ready for this Report. They are, however, so numerous, and I may say in a measure so undefined, though not unfelt, that I have been as yet unable to thoroughly complete it. I will, therefore, content myself with stating that the natives of Siam are, I am certain, more heavily taxed than any other people in the world.

There is a carpenter now working in the room in which I am now writing, and this is his story which I know to be true. He is the descendant of parents who were taken prisoners in a raid made by the Siamese into Sacy about forty years ago. He is, therefore, what is called the King's slave. He receives from the Royal Treasury the sum of sixteen ticals (2*l.*) a year. For this he owes four months' service in the year.

The right to employ this man's service has been given to one of the King's officers, and to this officer the carpenter pays twenty-four ticals (3*l.*) a year. He therefore pays a personal tax of 1*l.* sterling a year. He has a small garden in which there are five durian trees; on each of these trees he pays a yearly tax of one lical, besides taxes on other trees, amounting to two ticals and a-half a year. He therefore pays on the produce of a garden, not an acre in extent, the sum of 19*s.* 3*d.* a year. He keeps a boat in which his wife takes the produce of this garden to market. This boat is 18 feet long, and he therefore has to pay a tax of 7*s.* 6*d.* a year on the boat. When his wife gets to market and has sold her fruit, &c., she finds that everything in the way of eatables which she has to purchase for her husband is also taxed, in some cases 30 per cent.

The greatest evil of all, however, is the Government gambling shops, which are planted all over the place, and where nine-tenths of the people lose the little savings their rulers have left them.

(Signed)

THOMAS GEORGE KNOX.

Bangkok, March 31, 1865.

(No. 1.)—RETURN of British Shipping at the Port of Bangkok during the Year 1864.

Direct Trade in British Vessels from and to Great Britain and the British Colonies.

ENTERED.								CLEARED.									
Whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Whither Bound.	Total Number of Vessels.			Total Number of Crews.	Total Value of Cargoes.			
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.					
England	1	...	1	441	...	441	16	£ 17,920	England	1	...	1	231	...	10	£ 5,357	
Bombay	1	...	1	891	...	891	68	4,492	Bombay	1	...	1	266	...	11	6,340	
Singapore	35	11	46	11,241	5,358	16,597	729	172,700	Singapore	19	6	25	5,873	2,918	8,791	605	61,430
Hong Kong	23	60	83	8,512	21,849	30,661	1,331	47,198	Hong Kong	78	...	78	29,498	...	1,174	400,478	
Melbourne ... ..	...	1	1	...	607	607	17	4,378								
	60	72	132	21,385	27,819	49,197	2,160	346,685		99	6	105	35,888	2,018	38,786	1,700	468,415

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.										CLEARED.									
Whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Whither Bound.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				
Ports of China	11	11	...	3,670	3,666	166	£	Ports of China ...	27	...	27	9,835	...	9,835	611	90,555		
Yokohama	1	1	...	325	325	11	...	New York ...	1	...	1	607	...	607	17	3,923		
Komput	1	1	151	...	151	15	938	Java ...	12	...	12	4,782	...	4,782	189	48,975		
Singora	2	2	...	744	744	39	...	Macao ...	3	...	3	811	...	811	82	9,946		
Macao	2	2	517	...	517	22	3,130											
	3	14	17	668	4,929	11,297	283	4,068		43	...	43	15,985	...	15,985	749	163,399		

British Consulate, Bangkok, March 31, 1865.

(Signed)

THOMAS GEORGE KNOX, Consul.

(No. 2).—RETURN of British and Foreign Shipping in the Port of Bangkok during the year 1864.

Nationality of Vessels.	ENTERED.										CLEARED.									
	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.		Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	
British	63	22,033	976	86	32,592	1,369	147	64,645	2,413	260,753	143	61,853	2,294	6	2,918	155	148	64,771	2,449	616,814
Belgian	2	622	22	1	403	16	3	1,025	38	—	3	1,025	38	—	—	—	3	1,025	38	—
Danish	7	1,660	76	35	6,518	265	32	8,178	341	—	31	8,010	332	—	—	—	31	8,010	332	66,391
Dutch	6	1,243	107	4	1,336	33	9	2,578	130	—	6	3,294	118	—	—	—	6	3,294	118	6,775
French	4	1,085	49	3	3,659	84	7	3,744	133	17,008	9	3,578	160	—	—	—	9	3,578	160	7
Hanoverian	7	1,657	80	8	2,279	112	15	3,934	192	—	14	3,699	179	—	—	—	14	3,699	179	—
Hanseatic	57	9,979	424	38	11,245	463	75	21,124	697	—	70	19,837	832	5	1,587	65	75	21,124	697	7
Norway and Sweden	—	—	—	12	3,896	144	12	8,896	144	—	12	3,896	144	—	—	—	12	3,896	144	22,334
Oldenburg	1	194	11	3	1,100	52	4	1,294	63	—	3	953	39	1	340	25	4	1,293	43	8,648
Mecklenburg	1	283	16	—	—	—	1	293	16	—	1	293	16	—	—	—	1	293	16	1,625
Prussian	1	433	10	4	770	47	5	1,203	57	—	1	286	11	—	—	—	1	286	11	1,835
Austrian	—	—	—	1	286	11	1	286	11	—	5	1,203	57	—	—	—	5	1,203	57	—
United States	2	1,851	33	7	5,163	56	9	5,014	89	19,275	9	6,628	177	2	695	20	11	7,323	197	48,360
Russian	1	262	10	—	—	—	1	262	10	—	—	—	—	—	—	—	1	262	10	—
Siamese	134	75,431	?	—	—	—	134	61,431	?	—	97	60,695	?	4	1,653	?	101	62,348	?	563,500
	265	92,602	1,814	192	66,247	2,672	457	158,849	4,564	—	403	163,943	4,399	19	7,395	274	422	171,335	4,650	—

British Consulate, Bangkok, March 31, 1865.

THOMAS GEORGE KNOX, Consul.

(No. 3.)—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bangkok, in the Year 1864.

Nationality of Vessels.	ENTERED.						CLEARED.					
	Direct Trade.		Indirect Trade.		Total.		Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Belgian .. .. .	..	..	3	1,025	3	1,025	..	..	3	1,025	3	1,025
Danish .. .. .	..	..	32	8,178	32	8,178	..	..	31	8,010	31	8,010
Dutch	1	438	8	2,140	9	2,578	7	1,888	2	690	9	2,578
French	3	870	4	2,865	7	3,744	..	..	6	3,284	6	3,284
Hanoverian .. .. .	..	..	15	3,936	15	3,936	..	..	14	3,699	14	3,699
Hanseatic .. .. .	..	..	75	21,124	75	21,124	..	..	75	21,124	75	21,124
Norway and Sweden .. .. .	..	..	12	3,896	12	3,896	..	..	12	3,896	12	3,896
Oldenburg .. .. .	..	..	4	1,294	4	1,294	..	..	4	1,294	4	1,294
Mecklenburg .. .. .	..	..	1	293	1	293	..	..	1	293	1	293
Prussian .. .. .	..	..	5	1,203	5	1,203	..	..	5	1,203	5	1,203
Austrian .. .. .	..	..	1	286	1	286	..	..	1	286	1	286
United States .. .. .	..	..	9	5,014	9	5,014	4	2,734	7	4,589	11	7,323
Siamese	134	51,431	(?)	..	134	51,431	97	40,371	..	..	97	40,371
Russian .. .. .	..	..	1	202	1	202	..	..	1	202	1	202
Total	138	52,748	170	51,456	308	104,204	108	44,993	162	40,595	270	94,588

British Consulate, Bangkok, March 31, 1865.

(Signed)

THOMAS GEORGE KNOX, Consul.

(No. 4) — RETURN of Imports into the Port of Bangkok, during the Year 1864.

	From Singapore and Batavia.		From Hong Kong.		From China.		From India.		From Europe.		From Coast.		Total Quantity.		Total Value.	
	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Metric Tons.	Sterling.
White shirtings	2,057	Dollars. 189,963	133	Dollars. 13,533	...	...	...	...	...	...	...	...	2,180	203,184	...	42,330
Grey "	1,841	323,380	165	44,981	...	...	...	...	...	...	1	182	2,027	368,363	...	76,716
Figured "	344	34,719	77	8,800	...	...	...	...	...	...	...	...	421	43,519	...	9,067
Coloured piece-goods ...	339	27,834	...	...	...	...	...	...	...	...	...	...	339	27,834	...	5,790
Turkey red cloth	193	11,775	48	2,794	...	...	...	...	...	...	...	...	240	14,669	...	3,035
Long cloth	164	17,606	...	...	...	...	...	...	...	...	...	...	164	17,606	...	3,668
T-cloth	51	14,905	20	4,600	...	...	...	...	...	...	...	...	71	19,505	...	4,032
Prints and chintz	145	8,041	...	...	...	...	...	...	...	...	...	...	145	8,041	...	1,675
Madapolams	257	10,866	...	...	...	...	...	...	...	...	...	...	257	10,866	...	2,364
Canvas	85	11,212	4	770	...	...	...	...	...	...	...	...	89	11,982	...	2,496
Cambries	668	21,316	...	...	...	...	...	...	...	...	...	...	668	21,316	...	4,441
Muslins and jaconets ...	1,360	14,312	...	...	...	...	...	...	...	...	...	...	1,360	14,312	...	2,983
Chowis	304	125,461	...	...	...	...	...	...	...	...	...	...	544	133,854	...	27,691
Handkerchiefs	1,636	2,660	150	269	...	...	38	7,733	2	660	...	...	1,786	2,829	...	889
Miscellaneous piece-goods, packages	553	77,653	161	16,040	45	2,742	...	...	...	...	8	423	707	96,658	...	20,179
Broad cloth ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woollen goods	191	20,654	1	71	...	...	...	...	...	...	...	...	192	20,735	...	4,317
Red twist	182	40,304	...	...	...	...	...	...	...	...	...	...	182	40,304	...	8,397
White ditto	433	99,349	...	...	...	...	...	...	...	...	...	...	433	99,349	...	20,738
Yellow and green twist	146	23,647	...	...	...	...	...	...	...	...	1	292	146	23,647	...	4,760
Raw silk ... ..	...	...	...	...	20	6,849	...	...	...	...	...	...	22	7,276	...	1,610
Hardware	1,110	30,693	241	5,874	488	12,392	142	1,060	5	230	150	871	2,133	41,042	...	8,560
Iron	8,718	27,901	672	1,478	...	...	4,018	11,668	270	880	36	101	13,714	42,236	...	8,797
Steel	593	2,433	...	...	...	...	50	356	...	...	...	...	643	2,789	...	581
Machinery	287	9,516	6	728	...	...	...	...	191	68,640	...	...	484	78,879	...	16,432
Musket	617	20,634	...	...	...	...	...	...	...	...	...	...	617	20,634	...	4,292
Glass-ware	1,420	28,518	283	4,430	9	13	...	...	34	894	...	...	1,739	33,856	...	7,053
Copper, metal sheathing, &c.	375	44,257	2	345	...	...	...	...	...	...	...	...	377	44,602	...	9,392
Crockery	2,977	14,473	9,500	46,313	26,700	49,020	...	...	91	1,192	...	...	39,273	111,447	...	23,133
Coal	4,510	49,683	228	2,233	...	...	...	...	...	...	...	...	4,738	61,446	...	10,812
Brass and copper-ware ...	368	10,979	3,192	18,522	942	15,130	5	660	...	...	7	168	4,504	185,549	...	38,656

	From Singapore and Batavia.		From Hong Kong.		From China.		From India.		From Europe.		From Coast.		Total Quantity.	Total Value	
	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Mexican Dollars.	Sterling.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.			£
Jewellery and precious stones ... ..	...	23,277	...	...	...	...	...	...	...	...	...	...	...	23,277	4,649
Mat bags	1,114,804	38,789	917,860	27,380	360,020	9,970	...	...	...	...	1,898,240	66,360	4,090,885	142,499	29,687
Mats	63,846	11,627	73	9	228,081	17,129	...	...	...	...	92,938	8,137	383,937	36,902	7,688
Opium	325	192,806	18	10,147	19	10,690	...	...	...	...	9	1,400	304	214,844	44,719
Dates	793	2,508	...	...	...	...	110	264	290	660	...	...	793	2,508	522
Ship chandlery	1,441	17,747	54	229	...	...	...	...	67	603	...	...	1,805	18,900	3,938
Biscuits	146	2,591	10	136	...	...	...	...	...	...	...	...	223	5,330	894
Liquors	18,837	26,854	657	3,299	...	...	...	...	1,165	4,507	...	...	20,657	44,780	9,317
Tin	810	5,086	180	1,821	...	...	63	386	...	...	2,710	73,696	3,763	80,969	16,569
China goods	731	5,230	35,364	290,302	28,400	107,494	...	...	1	26	...	...	64,496	403,933	84,011
Silk chowls ... ..	...	601	19,274	119,380	553	8,718	...	...	...	...	...	...	24,854	122,968	25,596
Crapes	6	47	24,424	119,380	553	8,718	...	...	...	...	...	...	19,833	140,191	29,206
Silk	1,821	12,852	34,007	254,073	4,167	18,641	...	...	...	...	...	...	59,995	285,686	59,493
Gold thread	6	787	49	6,095	81	4,108	...	...	...	...	1	41	137	11,083	2,296
Sundries	16,684	188,076	5,557	33,125	1,866	10,210	697	9,911	663	10,464	40,701	269,771	74,438	464,557	96,788
Cutlery	270	9,430	224	7,619	58	603	...	...	1	19	...	...	633	17,781	3,692
Mexican dollars ... ..	...	145,905	...	351,412	...	10,500	...	...	...	...	...	2,500	...	1,311,373	273,203
Gold leaf ... ..	...	...	...	315,376	...	23,000	...	...	...	...	...	100	...	482,221	100,446
Fancy goods	3	401	...	...	...	...	...	...	...	...	...	...	3	401	84
	...	2,893,296	...	1,866,134	...	305,898	...	25,250	...	66,835	...	425,538	...	5,604,947	1,167,697

British Consulate, Bangkok, March 31, 1865.

(Signed)

THOMAS GEORGE KNOX, Consul.

(No. 5)—RETURN of Exports in Foreign and Native Vessels from
Bangkok, during the Year 1864.

	Piculs.	Ticals.	£ Sterling.
Rice	2,409,748	7,229,244	903,630
Sugar	89,261	892,610	111,576
Sapan wood	97,490	194,980	24,372
Paddy	40,678	110,940	13,876
Pease	979	4,384	5,485
Silk	927	251,020	31,375
Tin	1,007	38,266	4,783
Seel seed	26,927	107,708	13,463
Hemp	816	13,827	1,728
Hides	4,197	41,477	5,185
Horns	3,966	32,694	4,087
Salt	148,121	80,796	10,099
Salt fish	126,136	452,272	56,534
Mussels	4,929	49,290	6,161
Teak	9,806	120,930	15,116
Rosewood	20,857	41,714	5,214
Gum Benjamin	223	28,990	3,624
Ivory	121	38,115	4,764
Cotton	19,290	771,760	9,645
Lukrabun seed	2,117	4,234	529
Cardamums	1,265	94,875	11,859
Gamboge	89	6,293	787
Mangrove bark	7,122	7,122	890
Pepper	23,752	355,280	44,810
Sticklac	13,331	226,627	28,328
			1,317,922

(Signed) **THOMAS GEORGE KNOX, Consul.**
British Consulate, Bangkok, March 31, 1865.