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REPORT FOR THE YEAR 1901

ON THE

TRADE OF THE CONSULAR DISTRICT OF  
BANGKOK.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2705.

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*Presented to both Houses of Parliament by Command of His Majesty,  
SEPTEMBER, 1902.*

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*Reference to previous Report, Annual Series No. 2705.*

*Report on the Trade and Commerce of the Consular District of  
Bangkok for the Year 1901*

By MR. CONSULAR ASSISTANT CARLISLE.

(Received at Foreign Office, August 5, 1902.)

The total value of the foreign trade of the port of Bangkok during the year 1901 was 7,172,353*l.*, showing an increase of 1,507,994*l.* over 1900. The average value of the dollar was lower in 1901, and the annual dollar value of the trade shows an increase of 17,197,551 dol. General  
volume of  
trade.

The bulk of this increase is in the exports, and is due to the exceptionally large output of rice. Imports, however, show a satisfactory advance also, and although the rice export, good as it was, did not come up to that of 1893, the total value of the trade is the highest yet recorded, that of 1893 only reaching 6,716,192*l.* (the dollar at that time being reckoned at 2*s.* 7*d.*).

The rate of exchange for 1901 has been taken in this report 1*s.* 11½*d.* per Mexican dollar, the average rate for the year; and that for 1900 at 1*s.* 11¾*d.* Exchange

The total value of exports from Bangkok to foreign countries was 4,366,967*l.*, an increase of 1,279,148*l.* over 1900. Exports.  
Total value.

As mentioned above, and as forecast in the reports on the years 1899 and 1900, the rice export was a very large one, being only surpassed by the year 1893, when, according to the customs returns, 775,701 tons were exported. The export in 1901 amounted to 684,924*l.* tons, valued at 3,484,263*l.*, an increase of 270,380 tons and 1,258,793*l.* over 1900. Rice.

There was but little trade in European rice at the beginning of the year, but a very good demand for China and Singapore. Prices were from 80 to 85 ticals (80 ticals equal 4*l.* 12*s.* 6*d.*) per coyan (about 24 cwt.) for best "Nasuan" (garden rice) and 70 to 76 ticals for poorer qualities. Supplies were heavy up to the beginning of April, the mills having in March almost more than they could handle. Prices went down at the end of May on the arrival of supplies from the north, but rose towards the end of June, reaching the maximum in July. The high rates were maintained until nearly the end of the year.

The year was on the whole an excellent one for the miller.

The combination of German rice millers (referred to in the report for last year) has had the effect of putting the European trade for Hamburg and Bremen almost entirely in the hands of local German millers. The British firms cannot even enter into competition. There was, however, plenty of business for the Eastern markets. From Singapore, especially, there was a big demand throughout the year, and the prices ruling gave good returns to the millers. There was also a good demand for Hong-Kong, and it remained fairly equal.

The export was made up approximately of the following items :—

Articles.	Quantity.
	Tons.
White rice .. .. .	289,400
Broken white rice .. .. .	64,900
White meal .. .. .	41,300
Cargo rice .. .. .	265,200
Broken cargo rice .. .. .	17,100
Cargo meal .. .. .	4,600
Paddy .. .. .	2,400

The greatest exports were in the months of May, June, August, September and October, in each of which the output was about 60,000 tons or over, that for October being the largest of all.

Complaint is made that the quality of the grain brought to market is steadily deteriorating. This is due partly to want of care in the selection of the grain used for sowing and partly in carelessness in cleaning the rice and in not preserving it from rain and sun before it is despatched to Bangkok. It is said that even from the best districts there is a marked change in the quality of the rice. This certainly deserves the attention of the Ministry of Agriculture, rice being so far the most important product of the country. Much of the lack of care complained of is doubtless due to scarcity of labour, a trouble which hampers the trade of Siam in many directions.

Another point in which Government assistance would prove useful to the trade is the collection and publication of timely information affecting the prospects of the coming crop. This is done in other countries, and can only be organised by the Government. At present, Bangkok merchants depend for their information as to the state of the crop, the area under cultivation, &c., on the boats coming down from up-country, and their information must necessarily be very local.

All indications for the present year (1902) promise at the time of writing a greater export than in 1901, and it is said that it may even exceed the amount given by the custom-house as the export for 1893, about the correctness of which some doubt exists.

Of the common rice exported to Germany much is used for

brewing and the manufacture of starch. The bulk of the best "Nasuan" is re-exported to South America. There are at present some 23 rice mills in the Bangkok district.

The returns of the custom-house give the export of teak as <sup>Teak.</sup> amounting to 43,735 tons, valued at 240,864*l.*, which is 1,526 tons and 83,884*l.* less than in 1900. In addition to this there were 61,461 bundles of teak shingles of a value of 2,762*l.*

According to information supplied, however, by a leading firm engaged in the trade the exports were considerably larger than in 1900, and amounted to 50,408 tons. This amount was divided amongst the following destinations :—

Country.	Quantity.
	Tons.
India.. .. .	20,043
Europe .. .. .	13,157
Hong-Kong.. .. .	11,145
Singapore .. .. .	3,084
Japan .. .. .	1,064
Shanghai .. .. .	922
Saigon .. .. .	776
Colombo .. .. .	217
Total .. .. .	50,408

The custom-house figures give the export to India as amounting to 15,556 tons only. Whichever of the two figures is nearer the mark, there is no doubt that the export to India has been increasing every year, the timber being largely used there by the railways and for house building, &c.

The European figures are given as practically the same by both authorities, and, if correct, show an increase of nearly 2,000 tons over the previous year, despite the fact that the total import of teak into Europe from all countries in 1901 was only about two-thirds of the import of 1900. Apart from shipbuilding, the demand for teak in England for general purposes, building, furniture, &c., is largely increasing, and many orders now come from Europe for timber cut to special sizes.

The f.o.b. value of timber shipped from Siam was about 9*l.* per ton for the European cargoes and 5*l.* per ton all round for the rest. The local market prices for rough logs obtaining during the year showed a considerable falling-off, especially when the fall in the exchange value of the tical is considered. Owing to exchange it is difficult to arrive at the approximate average rate, but probably from 3*l.* to 3*l.* 10*s.* is very near the price at which some 10,000 or 12,000 tons changed hands.

As to the prospects of the teak export trade of Siam in the immediate future it is difficult to speak, as opinions differ as to the effect that the new Government forestry regulations will have upon the output. It is said that shipments during 1902 are likely to be moderate, and that the output will probably be

diminished during the next few years. Under the new regulations only half of each forest is allowed to be worked, the other half being held in reserve, and no fresh "girdling" is allowed for the time in either area without special permission. The increased royalties on logs are now too commencing to operate, and it is said that a large number of logs were hurried forward in 1901 with a view to escaping this increase, and that in this way many inferior logs were sent down which did not produce timber fit for export.

The teak trade, both in the forests and in Bangkok, continues mainly in British hands. It is one which requires large capital, and the small trader has been almost eliminated.

**Marine products.**

The heading marine products in Annex B include bêche-de-mer, dried and salt fish, fish maws, dried mussels and prawns, shark fins, turtle shells and ray skins. The export of these shows an increase in value of 36,719*l.* over the previous year.

**Pepper.**

The export of pepper was a large one, being much in advance of that for 1900. The custom-house gives the export as 1,156 tons. This is probably a good deal in excess of the amount actually exported. The customs derive their figures generally from the export entries supplied by shippers, and in the case of goods such as pepper, on which there is no export duty, shippers frequently apply for permission, to export a quantity slightly in excess of that which they intend to ship so as to leave some margin. However, there is no doubt, whatever the exact figures may be, that the export in 1901 was considerably above the average.

Prices varied from 8½*d.* to 9½*d.* per lb. in the London market, as against 8¼*d.* to 8¾*d.* in 1900. The prices have a tendency to rise each year. Local prices were from 68 ticals (5 ticals equal 3 dol. Mexican) per picul (133½ lbs.) in the commencement of 1901, advancing to 73 ticals at the end of April and rising to 75 ticals in May. Prices remained at 73 and 74 ticals until the end of October, when they rose again to 75 ticals in November. Finally, in consequence of a sudden rise in the home market, they went up to 82 ticals in December, the highest price paid being 85 ticals.

This year (1902) pepper is coming in rapidly, but the export will probably only amount to 70 per cent. of that of 1901. Prices have been steady for the new season's pepper (which begins to come in at the end of March), remaining at 82, 83 and 84 ticals.

The pepper all comes from the Chantaboon district. The export now almost entirely consists of white pepper, that is, pepper with the outer husk removed. Most of the export goes to London, some to Liverpool, some to New York and a little to San Francisco. Small lots are bought up by Chinese for Hong-Kong.

There seems to be no sign of any extension of the area of pepper cultivation in Siam.

**Treasure.**

The export of treasure, that is coin, shows an increase of about 26,000*l.*

10,396 bullocks, to the value of 33,298*l.*, were exported during the year, as against 15,938, valued at 48,524*l.*, in 1900. This falling-off was due partly to a regulation passed in Singapore stipulating for certain conditions to be observed in the ships partaking in the trade. The export was accordingly suspended, while the vessels were making the necessary alterations in their accommodation. Quarantine restrictions also interfered with the export for some time. Some of the ships have not found it worth their while to effect the required changes which certainly seemed to be called for in the interests of humanity. Rates for carrying cattle have risen.

The export of woods other than teak, which include agilla, sapan, paddo, yellow, box, ebony, rose and other woods, show no advance.

Amongst other exports, which do not appear separately in Annex B, are black silk piece-goods, which amounted to 41,757*l.*, an increase of 2,600*l.* on the previous year. These goods are not manufactured in Siam, but are imported from China, dyed black with the fruit of a black wood tree, and re-exported mostly to Singapore. The reason apparently for having them dyed here is that the fruit in question only keeps fresh for about 15 days, after which it is useless for dyeing.

Buffalo and cow-hides were exported (mostly to Singapore) to the value of 26,340*l.*, and deer-hides to the value of 5,760*l.*

Edible birds' nests, which are collected on certain islands in the Gulf of Siam, were valued at 23,272*l.* The export went, of course, to Hong-Kong and China.

Rough rubies and sapphires exported are estimated at 18,191*l.*

About 585 tons of sticklac, worth 16,992*l.*, were exported. This product comes chiefly from the north of Siam.

The export of raw silk was valued at 16,641*l.* In 1900 it was 14,000*l.* The Government is at present giving some attention to the methods adopted in the production of silk with a view to improving its quality and value.

Among products which do not yet take a regular place in the exports of Siam, but for which there may be a future, is undoubtedly rubber. The question is now under consideration, and it is known that rubber producing trees are found in some quantity in certain parts of the country, notably in the eastern provinces. One or two small experimental shipments have already been made, but little is known at present of the product or the possibility of cultivation, and the Ministry of the Interior are prosecuting enquiries. It is believed that traders from the French side of the Mekong have been obtaining rubber from the eastern provinces of Siam for some time.

The total value of imports from foreign countries was 2,805,386*l.*, an increase of 228,846*l.* over 1900. If the value of treasure imported be deducted from both years the increase is 273,341*l.* The total import is the largest recorded yet for any year.

The import of cotton goods (excluding yarns, which are, as usual, put under a separate heading in the enclosed Annex B),

was 539,094*l.*, as against 409,058*l.* in 1900, an increase of practically 130,000*l.* According to the figures given by the Statistical Department of the Siamese Customs, the various countries can be calculated roughly to share in this import in the following proportions:—

Country.	Percentage.
Singapore .. .. .	50·31
United Kingdom .. .. .	16·77
India.. .. .	11·84
Switzerland.. .. .	7·15
Holland .. .. .	4·56
Hong-Kong.. .. .	3·63
Germany .. .. .	3·61
Other countries .. .. .	2·13
Total .. .. .	100·00

In connection with the import from Singapore, the remarks made below in connection with the figures given in Annex C must be borne in mind.

Previous reports have enumerated the principal items of which the imports consists, and there is nothing new to chronicle in this respect.

Treasure.

The import of treasure (that is of gold and silver coin and gold leaf) continues to show a decrease.

Steel,  
iron and  
machinery.

Steel, iron and machinery have again largely increased, the import rising from 169,346*l.* to 246,954*l.* The items were as follows:—

Articles.	Value.	Total.
	£	£
Iron—		
Bar, angle bolt and rod .. .. .	10,529	
Sheets and plates .. .. .	19,262	
Wire, wire-rope and cable .. .. .	11,252	
Cast and manufactures thereof .. .. .	8,627	
Wrought and manufactures thereof .. .. .	63,678	
		113,348
Steel—		
Bars and plates .. .. .	8,745	
Manufactures of, unenumerated .. .. .	9,691	
		18,436
Machinery and parts thereof .. .. .	..	115,170
Total .. .. .	..	246,954

Machinery shows an increase of 37,843*l.* over 1900. The proportionate shares of the countries supplying these goods was approximately as follows for the two years 1900 and 1901:—



Country.	Percentage.	
	1900.	1901.
Germany.. .. .	9·60	37·30
United Kingdom .. .. .	46·40	33·60
Singapore .. .. .	31·20	20·70
United States .. .. .	5·10	2·60
China .. .. .	1·90	1·10
Hong-Kong .. .. .	1·70	0·60
Other countries.. .. .	4·10	4·10
Total .. .. .	100·00	100·00

These figures as they stand show a very large increase in imports from Germany. It must, however, be pointed out that the bulk of the German import consists of material imported for the Government by the Royal Railway Department, the direction of which is in German hands, and which has in consequence been strongly inclined to favour German productions. The total German import of these goods amounted to 92,147*l*. Nearly the whole of this consisted of wrought iron (and manufactures thereof) and machinery, which were 46,475*l*. and 43,858*l*. respectively. Of the former item at least 45,000*l*. consisted of bridge-work, rails, fish-plates, &c., for the Royal Railway Department, and of the latter at least 36,200*l*. was for locomotives and other railway material for the same department. That is to say that at least 88 per cent. of the total German import of iron, steel and machinery was Government material for the railway. This would seem to suggest that German goods found readier purchases in the railway department than elsewhere in Siam, to say the least of it. The question of open tenders is one of considerable interest to all the countries trading with Siam and a few words on the subject may not be out of place.

In the month of January, 1902, a railway tender, containing specifications for the supply of rolling-stock required for the Petchaburi line was communicated to His Majesty's Minister by the Siamese Foreign Office. Railway tenders.

Tenders with designs and specifications were to reach Bangkok not later than April 1, beyond which date no tender would be considered. Term for tenders.

A later communication stated that drawings and further particulars were to be obtained from the Philadelphia Commercial Museum, Philadelphia, United States of America, or from Herr Rehbein, Blücher Strasse 2, Leipsig, Germany. The Acting Director-General of the Siamese Railways, Herr Kloke, at the same time stated that this information had been published in the following papers:—“Centralblatt der Bauverwaltung” (Berlin), “Revue Générale des Chemins de Fer” (Paris), “The Engineer” (London).

Some correspondence took place with the Siamese Govern-

ment on the subject of the shortness of time allowed for the tenders to be received at Bangkok, viz., April 1, it being argued that sufficient time from the middle of January (when the first intimation was received by the foreign representatives) to April 1, had not been given to allow of foreign firms to compete. Reference was also made to the omission on the part of the Siamese Railway Administration to enclose the sketches and other documents, which foreign firms had experienced great difficulty in obtaining.

During the month of April, the tenders, 19 in number, were opened in Bangkok, and a decision given in favour of the firm of Gottfried Lindner, of Halle, this firm being the cheapest of the tenderers, who were composed of the following nationalities :—

Nationality.	Number.
American .. .. .	1
Danish .. .. .	1
Hungarian .. .. .	1
German .. .. .	16

Ten of these tendered for the total supply, and nine for part of it only.

It is hoped that in future more time will be allowed for foreign firms to compete, and this can be assured by a communication by the Siamese Government of all the necessary details to the foreign representatives in Bangkok, who will be enabled to transmit such details without loss of time to the commercial centres in their countries for the purpose of wide circulation amongst those interested.

Gunny bags.

The largely increased import of gunny bags, as shown in Annex B, was of course directly due to the large rice export for which they are used.

Silk goods.

Silk goods show a decrease of 13,504*l.* 86 per cent. of the import came from Hong-Kong and China.

Sugar.

Sugar also decreased by 18,012*l.*

Cotton yarns.

The import of cotton yarns increased by 18,908*l.* Turkey-red yarns amounted to 15,854*l.*, white yarns to 25,482*l.*, and coloured yarns (other than Turkey-red) to 30,832*l.* The bulk of the import, that is 7,732 bales out of a total of 9,753 bales, is merely entered as coming from Singapore, but is mostly British in origin.

Kerosene.

Kerosene oil shows a falling-off of 33,823*l.* The import was nearly all from Sumatra. A large amount of it was carried in British bottoms.

Hardware and cutlery.

Hardware and cutlery increased by 20,546*l.* Of the import, 44 per cent. is recorded as from Germany, 21 per cent. from the United Kingdom, 18½ per cent. from Singapore, and 9½ per cent. from Hong-Kong and China.

Other imports.  
Foreign clothing.

Among miscellaneous imports, foreign articles of clothing are one of the largest items, amounting to 68,100*l.* in value. These

include a certain amount of Chinese goods. The import entered as from the United Kingdom was over 14,500*l.* The demand for articles of foreign clothing is likely to increase, as Western ideas and habits extend amongst the mass of the population. The use of hats of foreign manufacture—chiefly cheap felts and straws—for instance, has increased largely in recent years. So has that of foreign boots and shoes, stockings and socks. Cheap cotton singlets and shirts are also imported to a large extent, Japan sending a considerable quantity of crêpe shirts. Cheap shawls in bright colours are also popular.

The liquor import amounted to 59,983*l.*, of which 18,070*l.* consisted of samshoo (native spirit from China). In 1900 the import was 66,044*l.*, of which 21,312*l.* was for samshoo, and in 1899 the figures were 68,952*l.* and 28,459*l.* respectively. It appears, therefore, that during the last three years the import of European liquors has remained practically stationary, while that of samshoo has fallen off some 35 per cent. This, unfortunately, does not mean that the population is drinking less, but that the local distilling of spirits has largely increased. Of the European import, brandy, of which 79,864 gallons were imported, was the most valuable item, 37,232 gallons coming from Germany, and 38,409 gallons from Singapore. Whisky was represented by 24,166 gallons, 9,374 gallons from Singapore, 8,405 gallons from Germany, and 6,106 gallons from the United Kingdom. Beer and wine were imported to the values of 10,800*l.* and 8,300*l.* respectively.

Castor, cocoanut, engine oil, wood oil and turpentine grouped together amounted to 43,580*l.* The bulk of the import was merely entered as from Singapore.

Chemical products and drugs, which include a large amount of Chinese medicines via Hong-Kong, represented a value of 40,510*l.*

The import of matches, nearly all of them of Japanese manufacture, was 31,190*l.*

Jewellery and precious stones was imported to the value of 29,870*l.*, of which 18,875*l.* came from the United Kingdom. Gold and silverware (including plate) was 6,714*l.*, of which our share was 3,527*l.* Some 10,400*l.* worth of jewellery was re-exported, having been brought on approval or for sale here and not disposed of.

Planks, rafters and scantlings were imported from Singapore for building purposes to the amount of 27,678*l.* in value. There is plenty of wood in the forests of Siam equally suitable, and when the forests are opened up and transport facilities are afforded, it will probably take the place of wood imported from Singapore. At present the extraction of native timber of this class appears to be too expensive to pay.

Mattings and manufactures of rattan, bamboo and straw were imported to the value of 26,000*l.* Most of them came from Hong-Kong and China.

Under the head of fireworks are included also joss-sticks and papers and Chinese crackers. The value of the import was

25,500*l.* As might be expected, it came almost entirely from Hong-Kong, China and Japan. The manufacture of the superior sort of fireworks has recently commenced in Bangkok, and articles are turned out here apparently equal in quality to the Japanese.

## Lamps.

Lamps and parts thereof represented about 24,400*l.*, 7,230*l.* from Germany, 6,340*l.* from the United States, 5,200*l.* from Singapore, 3,970*l.* from Hong-Kong and 1,300*l.* from the United Kingdom. The lamps most in use among the population are cheap glass ones to be hung from a rafter or beam, or cheap glass table-lamps. There is also a considerable sale of American fan lamps, with clockwork mechanism inside them, but these are comparatively expensive.

## Tobacconist's stores.

Tobacconist's stores, such as manufactured tobacco, cigars and cigarettes were imported to the value of 23,459*l.* They came from nearly every part of the world, the largest imports being from Hong-Kong (11,779*l.*), Singapore (3,948*l.*) and the United Kingdom (2,007*l.*). The great majority of the tobacco smoked in the country is native-grown, and the use of foreign tobacco is mainly restricted to the chief towns. Small cardboard packets of cheap cigarettes are popular. Other tobacconist's stores were imported valued at 2,994*l.*

## Brass.

Brass and brassware, mostly from Hong-Kong, was valued at 21,000*l.*

## Coal.

12,375 tons of coal were imported of the value of 20,240*l.* The import was divided as follows:—

Country.	Quantity.
	Tons.
Japan .. .. .	4,712
United Kingdom .. .. .	3,501
Singapore .. .. .	2,404
Hong-Kong .. .. .	1,138
Holland .. .. .	420
Belgium .. .. .	200

## Paints.

Paints, colours and dye-stuffs come mainly from Singapore and the United Kingdom. Their value was 19,500*l.*

## Cement.

The extensive building which has been going on in Bangkok for some time has caused a considerable increase in the import of cement, which has risen from 11,275 casks valued at 5,411*l.* in 1898, to 25,972 casks valued at 13,796*l.* in the year now under discussion. Nearly one-half of the import came from Denmark, 6,656 casks from Germany, 3,597 casks from Italy, 1,912 casks from Singapore and 921 casks only from the United Kingdom.

## Cycles.

The import of cycles and accessories was only 1,279*l.*, as compared with 7,291*l.* in 1900 and 17,546*l.* in 1899. There is practically no market for them at present, as the place is still full of machines which were purchased when the fashion for cycling was at its height and have since been abandoned.

Annex C.  
Countries trading with Siam.

Attention has been drawn in previous reports to the fact that, owing to the bulk of the exports and imports being entered as to and from Singapore and Hong-Kong, which in most cases are only

ports of transshipment, it is impossible to arrive at a real estimate of the shares of the various countries in the trade of Siam. The same remark holds good for the year under discussion. Thus according to the figures given in Annex C, the percentages of the countries sharing in the import trade are approximately as follows:—

Country.	Percentage.
Singapore .. .. .	41·25
Hong-Kong .. .. .	22·50
United Kingdom .. .. .	12·00
Germany .. .. .	7·50
India.. .. .	4·50
China .. .. .	3·50
Dutch East Indies .. .. .	2·25
Other countries .. .. .	6·50
Total .. .. .	100·00

An experiment has, however, just been made by the custom-house with a view to showing the importations from Singapore apportioned to the various countries of production. This was carried out under the following conditions. The country of origin was obtained from the marks on the goods. In a few cases the goods were unmarked and were not included. No particular time was taken, but entries taken of portions of the months of March and April to the value of 1,201,302 dol. 33 c. (Mexican) were dealt with, this sum being about 10 per cent. of the total importation from Singapore per annum. The result was as follows:—

Country of Origin.	Value in Mexican Dollars.	
	Dol.	c.
United Kingdom .. .. .	604,765	15
India .. .. .	253,907	8
Dutch East Indies .. .. .	123,377	41
Germany .. .. .	87,742	85
Other countries .. .. .	131,509	8½
Total.. .. .	1,201,302	33

That is to say, these countries had the following percentages (approximately) of this import of 1,201,302 dol. 33 c.:—

Country.	Percentage.
United Kingdom .. .. .	50·35
India .. .. .	21·10
Dutch East Indies .. .. .	10·25
Germany .. .. .	7·30
Other countries .. .. .	11·00
Total .. .. .	100·00

One cannot, of course, argue with absolute certainty that these figures would be in the same proportions if taken for the entire year, but there appears to be no reason why they should not be approximately so. If, therefore, we assume for the moment that they would be and that the same proportions held good in 1901, and if we divide in those proportions the 41·25 per cent. of goods imported from Singapore (as given in the first of the above tables), we would get the total import trade of Siam for 1901 shared as follows :—

Country.	Percentage.
United Kingdom .. .. .	32·75
Hong-Kong .. .. .	22·50
India .. .. .	13·20
Germany .. .. .	10·50
Dutch East Indies .. .. .	6·50
China .. .. .	3·50
Other countries .. .. .	11·05
Total .. .. .	100·00

The imports from China would appear in considerably greater proportion if the Hong-Kong imports were classified in the same manner.

#### Shipping.

British shipping at the port of Bangkok again showed a decrease in tonnage for the year 1901. This was partly due to the sale of the Scottish Oriental line, referred to in previous reports, for although that event took place at the commencement of 1900, many of the boats continued to run for some time under the British flag.

The total shipping entered under all flags rose from 380,477 tons in 1900 to 548,043 tons in 1901, owing to the big rice export. German tonnage increased from 187,215 to 289,151 tons, Norwegian from 17,155 to 86,802 tons, and all the other flags show an increase, except Siamese and Russian, which declined 961 and 1,496 tons respectively, and British, which dropped by 11,500 tons. The boats which had been sold to the North German Lloyd, but continued to run under the British flag during 1900, amounted to 57,600 tons. Two of the boats, owing to a legal difficulty in their formal transfer, continued to run under the British flag until about May, 1901, their tonnage entered during that year amounting to 10,100 tons. The decrease in our tonnage for 1901 might, therefore, have been expected to reach 57,600 less 10,100 tons, that is 47,500 tons. Instead of that it was, as above stated, only 11,500 tons. It may, therefore, be considered that of the extra tonnage entered in 1901 we received 36,000 tons. Similarly, the increase in German shipping might have been expected to amount to 47,500 tons. Instead of that it was 101,900 tons. Accordingly, 54,400 tons may be taken as their share of the increased entries. We may, therefore, divide the increased entries of 167,500 tons during 1901 over 1900 as follows :—

TABLE showing Share of Shipping in Increased Entries.

Nationality.					Quantity.
					Tons.
Norwegian	..	..	..	..	69,600
German	..	..	..	..	54,400
British	..	..	..	..	36,000
Danish	..	..	..	..	4,100
Austro-Hungarian	..	..	..	..	3,000
Belgian	..	..	..	..	1,300
French	..	..	..	..	700
Swedish	..	..	..	..	500
Dutch	..	..	..	..	300
Total..					169,900
Decrease in Siamese and Russian ships ..					2,400
Total increase .. ..					167,500

From this it is evident that the United Kingdom did not get her fair share of the extra tonnage. The increase in Norwegian shipping is noteworthy. It is mainly to be attributed to the cheapness of running these vessels, and to the fact that they can be chartered at a dollar rate, whereas British boats require sterling. Owing, too, to the collapse in the Baltic trade a number of small Norwegian boats were sent out east, where British boats of a suitable size and tonnage were difficult to obtain. British owners apparently do not find it remunerative to send small boats out here. What are wanted for Bangkok are boats taking most of their cargo with a draught of not more than 13 feet, so as to avoid the delays and expenses of lighterage, and fitted with side ports and every facility for loading rice.

The project of a French line of three boats to run to Singapore, for an annual subsidy of 12,000*l.*, still appears to be hanging fire.

The Danish East Asiatic Company's steamer, which was running down the Malay coast, has been purchased by the North German Lloyd, being replaced by two boats, which, though apparently belonging to the East Asiatic Company, sail under the Siamese flag.

Five British vessels, of a tonnage of 10,600 tons, cleared for Europe with rice during the year.

A British steamer of 472 tons was purchased by a local British firm during the year, and put on the run to Singapore, for which she was especially well adapted, being able to load to her full capacity inside the river, and thus avoid the vexatious and expensive delays at the anchorage outside the bar. She has now, however, been sent on a charter to Manila.

In addition to the shipping given in Annex A, 46 junks, of an aggregate capacity of 7,240 tons, were cleared inwards during the year.

The Chinese coolies continue masters of the port, and the position as regards them has not improved, but rather the reverse, <sup>Labour</sup>troubles.

since the report for 1900 was written. The supply of coolies is evidently not sufficient, and they are able to impose their terms upon the employers. The surplus of deck passengers (mostly Chinese coolies) arriving at Bangkok in 1901 over those that left was about 10,400. In 1900 it was 9,200, and in 1899 14,000.

**Lighterage  
difficulties.**

The men employed on the lighters are perhaps the most troublesome of any. Much of the loading has to be done outside the bar, and cargo is sent down there generally in sailing lighters with Chinese crews. The North German Lloyd now, however, own three steam lighters, and a British firm during the year got out another. It is said that one of the principal firms intends to have lighters built which will be towed outside by steam tugs, and which will be strong enough to be towed to Singapore with the ship if necessary.

**Railways.**

Besides the State railway to Korat with its branch to Lopburi, both of which have been working for some time, the Government are at present building a metre gauge line westwards to Ratburi and Petchaburi, which has already reached the former place, and are extending the Lopburi line northwards with a view to its ultimately reaching Chiengmai. They have also had a survey made for a line to Siracha, a small town on the east coast of the gulf opposite Koh-si-Chang, which is at present the favourite watering-place of Bangkok. This line is designed to run through a very rich rice district, which is at present but inefficiently by canals.

**Telegraphs.**

The question of tenders for the supply of material to the railway department has been dealt with above in connection with the import of steel, iron and machinery.

The condition of the telegraph line to Chiengmai is discreditable to those responsible. A telegram recently took a month to come from Chiengmai to Bangkok. The line has been a continual cause of complaints for years, the distance between the two towns is only some 400 miles as the crow flies, and no effective measures have been taken to keep it in something approaching working order. At present it is useless to pretend that Bangkok is in telegraphic communication with Chiengmai.

The cable from the anchorage at Koh-si-Chang to the mainland has not been repaired, or rather relaid, yet, and the lack of it causes considerable inconvenience to the Bangkok shipping trade.

The post and telegraph department generally has given rise to many well founded complaints from merchants and others during the year.

**Electric  
light and  
tramways.**

Both the tramways and the electric lighting of Bangkok are now run by the Siam Electricity Company, a Danish concern, from the same power station. Some  $5\frac{1}{2}$  miles of new tram line was opened during the year and is doing extremely well. Further extensions are still talked off. Electric lighting is now general in Bangkok, as well as in mills, public buildings and private houses, and on the roads. There has been a considerable demand for electric ceiling fans, which are being supplied to most of the chief buildings and many private residences. The Palace has recently



given an order for between 40 and 50. They are supplied from America. The import of electric goods and apparatus for the year was valued at 15,654*l.* Of this amount 9,037*l.* came from the United States, 5,086*l.* from the United Kingdom, and the balance, 531*l.*, from Germany and Singapore.

The opening of new roads and the building of shops and houses has continued in Bangkok with unabated vigour despite the increasing dearness of labour, and the town, on the whole, bears a much more orderly and civilised appearance than it did a few years ago. The idea of building a new palace on a large scale for the king at Dusit Park, in the suburbs of the town, has, however, been abandoned, His Majesty being satisfied with the present building there, which was originally erected as a temporary palace. Building in Bangkok.

The need of a system of waterworks for Bangkok has been a cry of the foreign resident for a long time. At the end of each dry season, when cholera makes its periodic appearance and claims a greater or less number of victims, the Government is said to be seriously contemplating providing the capital with a supply of pure water, but with the advent of the rains the matter appears to be forgotten or shelved. One of the latest propositions is that of the Siam Electricity Company, which offers to supply water to Bangkok, taken from the river at Bangpain below Ayuthia, to the amount of at least 5,000,000 gallons per diem for 300 days in the year, the cost of same being 1 tical (at present equivalent to 1*s.*) per 10,000 gallons for the first 1,500,000,000 gallons each year, and half that price for any quantity in excess. Nothing is said in this offer apparently of filtration or of the distribution of the water in Bangkok, and without these the scheme can hardly be said to be complete. Bangpain water, though doubtless much superior to that article in Bangkok, would still be by no means entirely above suspicion. Waterworks.

A great step in the advance of the country will have been made when the Government succeeds in substituting some other source of revenue for the income it at present derives from the gambling houses. Most of the gambling monopolies in the country are held by Chinese, and the large profits that they make mostly go to China, thus forming a constant drain on the wealth of the country. Incidentally the public recognition and encouragement given to gambling of all sorts among a people only too inclined to it by nature, fosters improvidence and crime of every description. It is hoped that in the near future the re-organisation of the taxes may enable the Government to raise the necessary revenue directly from the land instead of by the way of the gambling farmers. Gambling.

## Annex A.—RETURN of all Shipping at the Port of Bangkok during the Year 1901.

## ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	151	130,306	151	130,306
Siamese .. ..	1	308	10	4,583	11	4,891
German .. ..	..	..	272	289,151	272	289,151
Norwegian .. ..	11	5,867	90	80,935	101	86,802
French .. ..	2	684	27	10,355	29	11,039
Danish .. ..	1	381	5	9,237	6	9,618
Dutch .. ..	..	..	15	6,435	15	6,435
Russian .. ..	..	..	2	4,505	2	4,505
Austro-Hungarian .. ..	..	..	2	3,016	2	3,016
Belgian .. ..	..	..	1	1,291	1	1,291
Swedish .. ..	..	..	1	989	1	989
Total .. ..	15	7,240	576	540,803	591	548,043
„ 1900 .. ..	14	7,511	440	372,966	454	380,477

## CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British .. ..	..	..	150	128,329	150	128,329
Siamese .. ..	1	308	10	4,583	11	4,891
German .. ..	..	..	267	287,442	267	287,442
Norwegian .. ..	10	5,493	91	82,130	101	87,623
French .. ..	1	395	26	9,776	27	10,171
Danish .. ..	1	381	5	9,237	6	9,618
Dutch .. ..	..	..	15	6,435	15	6,435
Russian .. ..	..	..	2	4,505	2	4,505
Austro-Hungarian .. ..	..	..	1	1,508	1	1,508
Belgian .. ..	..	..	1	1,291	1	1,291
Swedish .. ..	..	..	1	989	1	989
Total .. ..	13	6,577	569	536,255	582	542,802
„ 1900 .. ..	13	7,369	437	370,704	450	378,073

## Annex B.—RETURN of Principal Articles of Export from Bangkok during the Years 1900-01.

Articles.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Rice .. .. .	Tons ..	414,544	2,225,470	684,924	3,484,263
Teak .. .. .	„ ..	45,261	324,748	43,735	240,864
Marine products .. .. .	„ ..	13,669	121,821	18,650	158,540
Pepper .. .. .	„ ..	699	46,640	1,156	82,968
Treasure .. .. .	.. ..	..	20,115	..	46,210
Bullocks .. .. .	Head ..	15,938	48,524	10,396	33,298
Woods, other than teak	Tons ..	7,483	31,724	6,800	29,818
Other articles .. .. .	.. ..	..	268,777	..	291,006
Total .. .. .	.. ..	..	3,087,819	..	4,366,967

## RETURN of Principal Articles of Import into Bangkok during the Years 1900-01.

Articles.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goods .. .. .	.. ..	..	409,058	..	539,094
Treasure .. .. .	.. ..	..	336,304	..	291,809
Steel, iron and machinery	.. ..	..	169,346	..	246,954
Gunny bags .. .. .	.. ..	..	91,432	..	135,626
Opium .. .. .	Chests	1,567	141,149	1,472	125,064
Silk goods .. .. .	.. ..	..	128,177	..	114,673
Sugar .. .. .	.. ..	..	101,819	..	83,807
Cotton yarn .. .. .	Bales ..	7,013	53,260	9,753	72,168
Kerosene .. .. .	Gallons	4,355,517	97,887	4,038,943	64,064
Hardware and cutlery ..	.. ..	..	33,112	..	53,658
Other articles .. .. .	.. ..	..	1,014,996	..	1,078,469
Total .. .. .	.. ..	..	2,576,540	..	2,805,386

Annex C.—TABLE showing Total Value of all Articles Exported from and Imported into Bangkok to and from Foreign Countries during the Years 1900-01.

Country.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
	£	£	£	£
Singapore .. ..	1,428,320	1,968,518	963,812	1,156,408
Hong-Kong .. ..	1,161,324	1,684,276	684,074	630,610
United Kingdom .. ..	88,564	50,660	274,170	335,261
India .. ..	114,321	72,477	98,259	127,566
Germany .. ..	2,301	242,071	141,913	207,802
China .. ..	1,199	8,678	141,319	99,373
Dutch East Indies .. ..	75	4,642	77,143	66,068
United States .. ..	308	5,985	22,520	20,294
Cochin China .. ..	14,325	11,563	10,112	9,060
Europe (destination unknown) .. ..	258,715	291,357	..	..
Other countries .. ..	18,367	26,740	153,218	152,944
Total .. ..	3,087,819	4,366,967	2,576,540	2,805,386

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